



**TECHNICAL ADVISORY COMMITTEE  
AGENDA**

April 25, 2008; 1:30 – 3:00 p.m.  
McCloskey Room

- I. Call to Order
- II. Approval of Minutes:
  - A. March 28, 2008
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
  - A. Updates on MPO related projects
- V. Reports from the MPO Staff
- VI. Old Business
  - A. Complete Streets Policy
  - B. Unified Planning Work Program FY 2009-2010  
*Recommendation Requested*
  - C. Transportation Improvement Program FY 2009-2012
- VII. New Business
- VIII. Communications from Committee Members (*non-agenda items*)
  - A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
  - A. Policy Committee – May 9, 2008 at 1:30pm (McCloskey Room)
  - B. Technical Advisory Committee – May 23, 2008 at 1:30pm (McCloskey Room)
  - C. Citizens Advisory Committee – May 28, 2008 at 6:30 p.m. (McCloskey Room)

Adjournment



**Bloomington/Monroe County Metropolitan Planning Organization**  
Technical Advisory Committee

**Technical Advisory Committee Meeting Minutes**  
**March 28, 2008 McCloskey Conference Room 135, City Hall**

*Technical Advisory Committee minutes are transcribed in a summarized outline manner. Audio recordings are on file with the City of Bloomington Planning Department.*

***Attendance***

Technical Advisory Committee: Jane Fleig (COB Utilities), Emmanuel Nsonwu (INDOT), John Collisson (Monroe County Highways), Adrian Reid (Bloomington Engineering), Lew May (Bloomington Transit), Gregg Zody (Monroe County Planning), Jim Ude (INDOT), Susan Clark (Bloomington Controller), John Carter (Monroe County Community School Corporation), Dave Williams (COB Parks), Tom Micuda (COB Planning), and Laura Haley (Bloomington GIS).

Others: Mark Kruzan (COB Mayor), Alisa Wood (COB Controller's Office), Josh Desmond (MPO Staff), Jane Weiser (COB Planning) and Raymond Hess (MPO Staff).

- I. Call to Order** (~1:35 p.m.) Jane Fleig called the meeting to order.
- II. Election of Chair**  
Susan Clark nominated Adrian Reid for Chair. Tom Micuda seconded. Mr. Reid was unanimously elected to Chair.
- III. Approval of Minutes**  
Tom Micuda motioned approval of the minutes. The motion was seconded by Jane Fleig. The motion carried unanimously.
- IV. Communications from the Chair**  
Mr. Reid thanked the committee for his election to chair.
- V. Reports from Officers and/or Committees**
  - A. Updates on MPO related projects**  
Lew May reported that Entra Consultants have been hired to conduct the Transit Development Program (TDP) Update study. A community charette will be held on April 10, 2008 from 7:00 pm – 9:00 pm at the Monroe County Public Library Auditorium. Key stakeholders will be interviewed; an onboard survey of passengers and an online survey will be used to gather information.

John Carter reported that the Batchelor Infrastructure Safe Routes to School Project has been submitted to INDOT. He is optimistic about approval.

Adrian Reid reported that the Henderson St. Safe Routes To School Project is in process with INDOT. It will be let next year for spring construction. There is a third addendum to the contract for the S. Rogers St. project from Watson north to Rockport Rd. that will add detention for stormwater quality requirements.

John Collisson reported the Smith and Rogers project will be let in June, the Vernal Pike Ph I project is nearly complete, and the 1<sup>st</sup> St. bridge is behind schedule due to utility complications.



**VI. Reports from the MPO Staff**

Josh Desmond stated that staff went to Purdue Road School.

**VII. Old Business**

**A. Complete Streets Policy**

Raymond Hess reported that staff took the policy to the CAC for their review. He asked for comments from the committee. Mr. Micuda noted that some communities opt to apply this policy to only certain corridors.

**B. Unified Planning Work Program FY 2009-2010**

Josh Desmond noted that the Work Program is for two years and has been submitted to INDOT. Any committee members or members of the public should make comments or direct their questions to the Planning Department. A revised Work Program should be available by the end of April for review by this committee and the CAC. Final adoption will be requested at the May 9 Policy Committee. Mr. Hess said that the Work Program was presented to the CAC. They would like to see the scope of the North Campus Area Feasibility Study include north/south connectivity as well as east/west corridors.

Emmanuel Nsonwu said that INDOT is reviewing the UPWP. Next week they will set up a conference call with Larry Heil to review INDOT's comments.

**C. Transportation Improvement Program FY 2009-2012**

Mr. Hess reviewed the project tables distributed at the last meeting of the TAC. No input has been received from the CAC yet. When presented next month it will be more refined and will be opened up for 30 days of public review and comment.

Ms. Fleig asked if anyone had any information on the 45/46 Bypass or SR 45 projects. Jim Ude said they have moved the SR 45 project to a Feb. 2009 letting. INDOT is waiting for comments from the City on the design. There are discrepancies between the reported and projected traffic volumes. The road could possibly be downgraded to fewer lanes and more transit and bike lanes. On the Bypass project, the current letting stands. The costs have risen in large part due to utilities. The Bypass project from Kinser to Monroe St. is being developed to let at the same time as the Bypass project. The Bypass project will cost 29 million dollars without the utilities. Mr. Hess noted the CAC has expressed concerns with the Bypass design.

**VIII. New Business**

There was no new business.

**IX. Communications from Committee Members *(non-agenda items)***

**A. Topic Suggestions for future agendas**

Mr. Reid said he would like to know more about how information gathered through traffic counts and crash reports are used to determine future projects. Mr. Hess said they have been considering TIP prioritization and coming up with an official TIP procedures manual. Mr. Reid noted that the TIP has already been adopted but since then another road which has had 2 fatalities in the past few years is not even being considered.



**Bloomington/Monroe County Metropolitan Planning Organization**  
Technical Advisory Committee

**X. Upcoming Meetings**

- A. Citizens Advisory Committee – April 23, 2008 at 6:30 p.m. (McCloskey Room)
- B. Technical Advisory Committee – April 25, 2008 at 1:30pm (McCloskey Room)
- C. Policy Committee – May 9, 2008 at 1:30 p.m. (McCloskey Room)

**Adjournment (~2:05pm)**

*These minutes were \_\_\_\_\_ by the Technical Advisory Committee at their regular meeting held on 4/25/08.  
(RCH 3/28/2008)*

## MEMORANDUM



**To:** MPO TAC & CAC

**From:** Josh Desmond, AICP  
MPO Director

**Date:** April 16, 2008

**Re:** Fiscal Year 2009-2010 Unified Planning Work Program

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### Background

The TAC and CAC both had an opportunity to review the draft FY2009-2010 UPWP at the March committee meetings. At the April committee meetings, a revised draft will be presented for final review by both bodies. The MPO has been notified of INDOT and FHWA approval of the proposed UPWP.

### Changes

Very few changes have been made to the UPWP document since the committees last reviewed it. The MPO has not received any further comments on the draft beyond what was discussed at the committee meetings. The two key changes to the document are noted below:

- *Element 202:* The North Campus Area Study description has been slightly revised to indicate that all modes of travel should be considered, and that north-south connectivity should also be evaluated in the context of the study. This change was made as a result of CAC input.
- *Self-Certification Statement:* The signature page at the end of the Certification Statement was changed at the request of INDOT. A newer, standardized version for all MPOs was used. This version includes all of the proper Federal code citations to ensure compliance with SAFETEA-LU.

### Next Steps

MPO staff is respectfully requesting that the TAC and CAC each provide the Policy Committee with a positive recommendation on the FY2009-2010 Unified Planning Work Program. Staff will seek final approval of the UPWP by the Policy Committee at their next meeting on May 9.

***DRAFT***

# **Unified Planning Work Program**

**Fiscal Years 2009-2010**

**[July 1, 2008 through June 30, 2010]**

**04/16/08**



~~AGENDA ITEM VI.C:~~  
~~AGENDA ITEM VI.B:~~

## Executive Summary

The following is the Executive Summary of the Fiscal Year (FY) 2009-2010 Unified Planning Work Program for the Bloomington/Monroe County Metropolitan Planning Organization. One of the federal requirements of the urban transportation planning process involves the development of an annual Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the MPO study area over the next programming year, and documents the work that will be performed with federal highway and transit planning funds.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have several Planning Emphasis Areas (PEAs) for special consideration in F.Y. 2009-2010 under the federal legislative provisions established with the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In addition to the SAFETEA-LU requirements, FHWA recommends two additional areas and FTA recommends five additional areas that warrant further attention for the Bloomington/Monroe County MPO FY 2009-2010 UPWP. Unless specifically noted, the following Planning Emphasis Areas are outlined to highlight efforts that the Bloomington/Monroe County MPO will conduct to help fulfill these requirements in the forthcoming fiscal year:

### **METROPOLITAN AND STATEWIDE PLANS – ENVIRONMENTAL MITIGATION**

This PEA focuses on the coordination of transportation plan efforts so that a discussion of potential environmental mitigation activities is developed with Federal, State and Tribal, land management, and regulatory agencies.

*The coordination of all transportation plans will be undertaken through Work Elements #101 and #103. Environmental issues will be addressed in accordance with National Environmental Policy Act (NEPA) guidelines and locally established environmental planning policies and programs for the Bloomington/Monroe County MPO. Such coordination will also occur under Work Element #301 as a component of the 2035 Long Range Transportation Plan.*

### **NEW CONSULTATIONS**

Similar to the previous PEA, State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation shall be consulted in the development of long-range transportation plans. FHWA and FTA are developing guidance on determining the role of local MPO decisions as they relate to NEPA decision-making.

*The MPO will continue to fully coordinate all planning activities and NEPA decision-making with appropriate federal, state, and local agencies, regardless of responsibilities, through Work Elements #101 and #103. In addition, the 2035 Long Range Transportation Plan will incorporate such consultations under Work Element #301.*

### **CONSISTENCY OF TRANSPORTATION PLAN WITH PLANNED GROWTH AND DEVELOPMENT PLANS**

Revises the previous PEA related to environment and adds the promotion of consistency between transportation improvements and State and local planned growth and economic development patterns.

*The 2030 Long Range Transportation Plan adopted by the MPO in April 2006 (and amended June 2007), and the annual Transportation Improvement Program are consistent with comprehensive plans, alternative transportation plans, and other relevant land use and transportation policy documents adopted by the City of Bloomington, Monroe County, and the Town of Ellettsville. The FY 2009-2010 UPWP will focus on this planning emphasis area with Work Elements #101 and #103.*

**TRANSPORTATION SYSTEM SECURITY**

This PEA calls for the security of the transportation system as a stand-alone planning factor thereby signaling an increase in importance from prior legislation, in which security was coupled with safety in the same planning factor.

*The MPO is committed to the development of an Intelligent Transportation System (ITS) Architecture in partnership with the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) that will improve transportation system efficiency, safety and security. Work Element #301 will result in a complete ITS Architecture for the Bloomington/Monroe County MPO as well as its on-going maintenance.*

**OPERATIONAL AND MANAGEMENT STRATEGIES**

This PEA is designed to ensure that metropolitan transportation plans shall include operational and management strategies to improve the performance of the existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

*Multi-modal operational and management strategies for the Bloomington/Monroe County MPO transportation system will be addressed in the FY 2009-2010 UPWP with Work Elements #201, #202, #301, #401, #402, #501, #502, and #503.*

**PARTICIPATION PLAN**

This PEA requires MPOs to develop and utilize a "Participation Plan" that provides reasonable opportunities for interested parties to comment on the content of the metropolitan transportation plan and metropolitan TIP.

*The MPO recognizes the importance of public participation and embraces it with an extensive outreach and involvement program. The Citizens' Guide to Transportation Planning, the Citizens Advisory Committee webpage, and the MPO Citizens Advisory Committee Fact Sheet with contact information are accessible to the community, as are public meeting notifications for all MPO meetings and the 2030 Long Range Transportation Plan and the annual Transportation Improvement Program. In addition to Work Element #103, the FY 2009-2010 UPWP will use Work Elements #502 and #503 to expand public participation in alternative transportation planning initiatives.*

**VISUALIZATION TECHNIQUES IN PLANS AND METROPOLITAN TIP DEVELOPMENT**

This PEA requires MPOs to develop and utilize visualization techniques as part of the Transportation Plan and TIP development.

*The MPO currently publishes maps online and both the City of Bloomington and Monroe County have interactive mapping capabilities. The MPO intends to expand upon visualization techniques for all public documents including the 2030 Long Range Transportation Plan, the annual Transportation Improvement Program, and alternative transportation with enhanced website capabilities including the availability of aerial photo overlays through the City of Bloomington's geographic information system (GIS). This initiative to improve web based content and public contact is already underway through the City of Bloomington's Information Technology Department. Work Element #103 will be used to coordinate this effort, and it will also be integrated into any MPO activity where visualizations would prove beneficial to public users.*

**PUBLICATION OF PLANS AND TIP/STIP**

This PEA requires MPOs to publish or otherwise make available for public review transportation plans and TIPs including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

*The MPO currently publishes and will continue to publish under Work Element #103 all meeting notices, agendas, minutes, draft plans and final documents, including the annual Transportation Improvement Plan and the 2030 Long Range Transportation Plan. All information is made available for downloading in a standard Adobe Acrobat file format.*

**ANNUAL LISTING OF OBLIGATED PROJECTS**

This PEA requires MPOs to develop a cooperative effort of the State, transit operator, and MPO to provide an annual listing of investments in pedestrian walkways and bicycle transportation facilities for which Federal funds have been obligated in the preceding year as well as all other obligated projects.

*The MPO will include an annual listing of all obligated federal transportation funded projects in the development of the annual Transportation Improvement Program (Work Element #201) and maintain publication of the document on its website (Work Element #103).*

**CONGESTION MANAGEMENT PROCESS IN TRANSPORTATION MANAGEMENT AREAS (TMAs)**

Within a metropolitan planning area serving a TMA, there must be "a process that provides for effective management and operation" to address congestion management. This provision is similar to the ISTEA/TEA-21 requirement for a Congestion Management System (CMS) to be developed and implemented in TMAs. Each TMA (with input from the FHWA Division Offices and FTA Regional Offices) should assess the extent that the TMA's existing CMS meets the new statutory requirements for a congestion management process under amended 23 U.S.C. 134(k)(3) and 49 U.S.C. 5303(k)(3) and define a plan and schedule to implement this process. Consistent with previous FHWA/FTA guidance, the phase-in schedule for this provision in newly designated TMAs is 18 months after the identification of a TMA.

*The Bloomington/Monroe County MPO is not currently defined as a Transportation Management Area nor is it likely to be so identified within the near future. Regardless, the MPO will employ a variety of Work Elements (#202, #301, #302, #401, #501, #502, and #503) to address congestion issues in the urbanized area.*

**COORDINATED HUMAN SERVICES PUBLIC TRANSIT TRANSPORTATION PLAN**

As a condition for receiving formula funding under the following 3 FTA programs, proposed projects must be derived from a locally developed human services public transit transportation plan: (1) Special Needs of Elderly Individuals and Individuals with Disabilities [49 U.S.C. 5310(d)(2)(B)(i) and (ii)]; (2) Job Access and Reverse Commute [49 U.S.C. 5316(g)(3)(A) and (B)]; and (3) New Freedom [49 U.S.C. 5317(f)(3)(A) and (B)]. The plan must have been developed through a process that included representatives of public, private, and non profit transportation and human services providers, as well as the public. This new requirement reinforces the broadened list of entities to be involved in the MPO's Participation Plan (23 U.S.C. 134 (i)(5)(A) and 49 U.S.C. 5303 (i)(5)(A)), as described above. In preparing the local public transit-human service transportation plans, service providers seeking assistance under these programs should ensure full coordination with the applicable metropolitan and statewide planning processes.

*The Bloomington/Monroe County MPO has completed and adopted a Coordinated Human Services Public Transit Transportation Plan for the Metropolitan Planning Area. Under Work Element #503 of the FY 2009-2010 UPWP, the MPO will continue to maintain and update the Plan as needed, and will provide assistance to transportation and service providers that are pursuing grant funds to implement projects listed in the Plan.*

**FISCAL CONSTRAINT**

This PEA requires that revenues in transportation planning and programming (Federal, State, local, and private) are identified and are reasonably expected to be available to implement the metropolitan long range transportation plan and STIP/TIP, while providing for the operation and maintenance of the existing highway and transit systems.

*The adopted Year 2030 Long Range Transportation Plan lists a comprehensive set of multi-modal transportation projects that are fiscally constrained with projected revenue receipts from federal, state, local and private sources. The Plan also highlights a forecast for local highway operating and maintenance costs for the existing transportation system. The 2035 Long Range Transportation Plan to be initiated under Work Element #301 will maintain fiscal constraint as required. The annual MPO TIP to be completed under Work Element #201 will continue to identify a fiscally constrained program of projects for the urbanized area.*

**HIGHWAY PERFORMANCE MONITORING SYSTEMS (HPMS)**

In cooperation with Indiana MPO Council, all MPOs will participate in the collection, analysis, and reporting of HPMS data to assist FHWA and INDOT in maintaining traffic data that is reported in the annual INDOT HPMS database submittal.

*The Bloomington/Monroe County MPO will count one-third of all local HPMS locations in FY 2009 and FY 2010 along with 150 coverage counts as noted in Work Element #401. The MPO has a long-standing cooperative partnership program with the Indiana Department of Transportation to collect, analyze, and report HPMS data for the urbanized area. This effort will continue and will be further refined in FY 2009-2010 with additional quality assurance verifications recommended by the FHWA as noted in Work Element #401.*

**AIR QUALITY CONFORMITY**

MPOs located in non-attainment/maintenance areas must continue working with the Indiana Department of Environmental Management (IDEM) as State Implementation Plans are developed and mobile budgets are established.

*The Bloomington urbanized area is designated as an “attainment” area for air quality and is therefore not subject to the stipulations of this planning emphasis area. Nevertheless, the MPO will continue to work with IDEM as required under Work Element #101.*

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## **Bloomington/Monroe County MPO Structure and Administration For Fiscal Years 2009-2010 (July 1, 2008 through June 30, 2010)**

### **INTRODUCTION**

In March 1982, the Governor of the State of Indiana designated the City of Bloomington Plan Commission as the Metropolitan Planning Organization (MPO) for the Bloomington urbanized area. The MPO is responsible for ensuring that the Bloomington urbanized area has a continuing, cooperative, and comprehensive (3-C) transportation planning process. The 3-C planning process is outlined in the urban planning regulations jointly issued in the Federal Register by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on September 17, 1975, as amended on June 30, 1983.

Federal transportation policy and programs relating to MPO's are guided by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA – LU), which was signed into law in 2005. This legislation updates Titles 23 and 49 of the United States Code (U.S.C.) and builds on the major changes made to Federal transportation policy and programs addressed in the Transportation Equity Act for the 21st Century (TEA-21). Federal certification of the 3-C planning process is a prerequisite for obtaining approval of any subsequent transportation improvement projects, which are to be funded by the FHWA and/or FTA.

One of the requirements of the urban transportation planning process for an MPO involves the development of a Unified Planning Work Program (UPWP), which describes all planning activities that are anticipated in the urbanized area over the next programming year. The UPWP also documents the work that will be performed with federal planning funds.

The FY 2009-2010 UPWP is intended to satisfy the Bloomington metropolitan planning area's work program requirement for the Fiscal Years 2009 and 2010 (July 1, 2008 to June 30, 2010). It is entitled, and shall hereafter be referred to as the FY 2009-2010 Unified Planning Work Program.

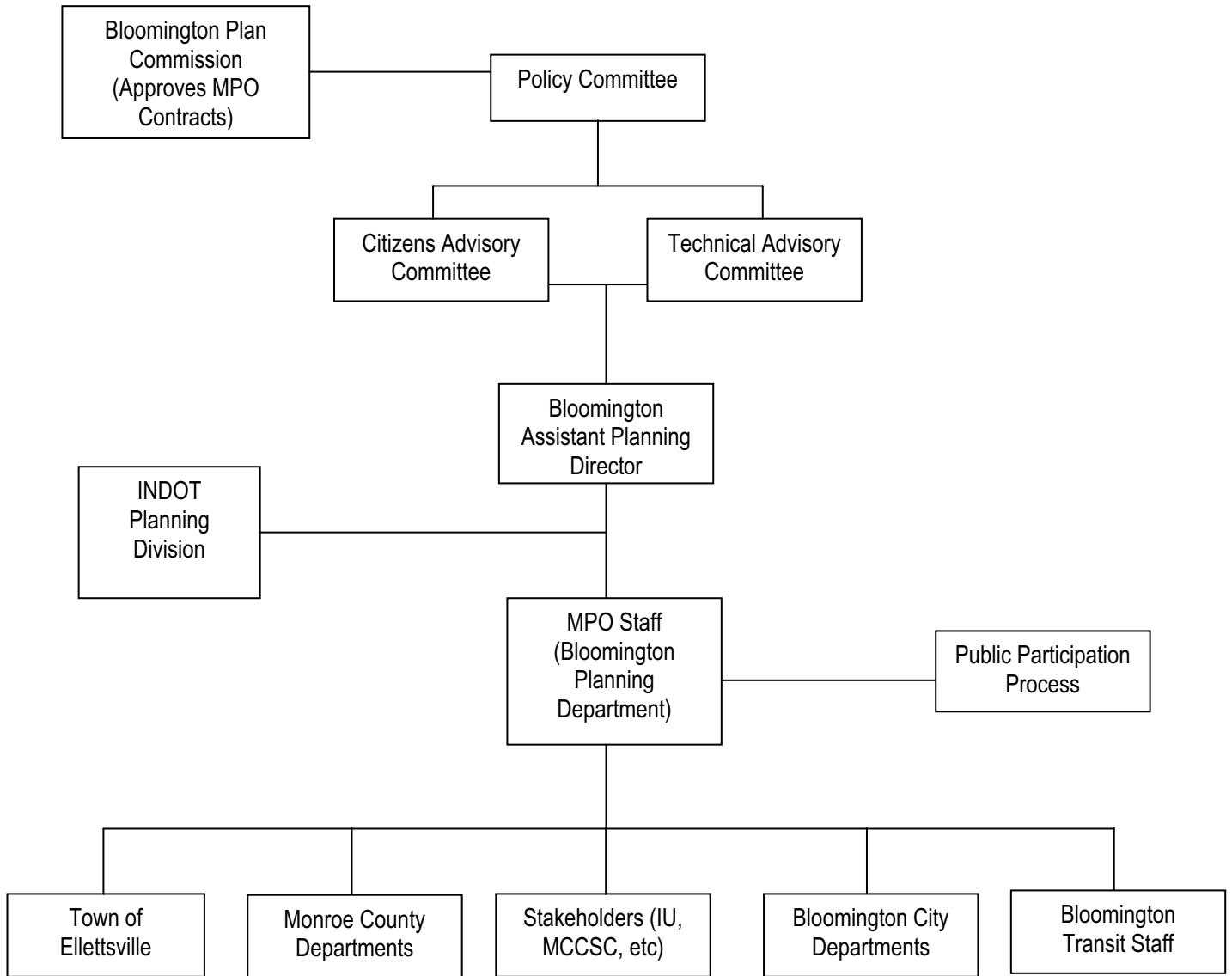
### **MPO STRUCTURE**

The Bloomington/Monroe County MPO is an organization consisting of a three-part intergovernmental steering committee, the City of Bloomington Plan Commission as the contracting entity, and the City of Bloomington Planning Department as the lead staff agency.

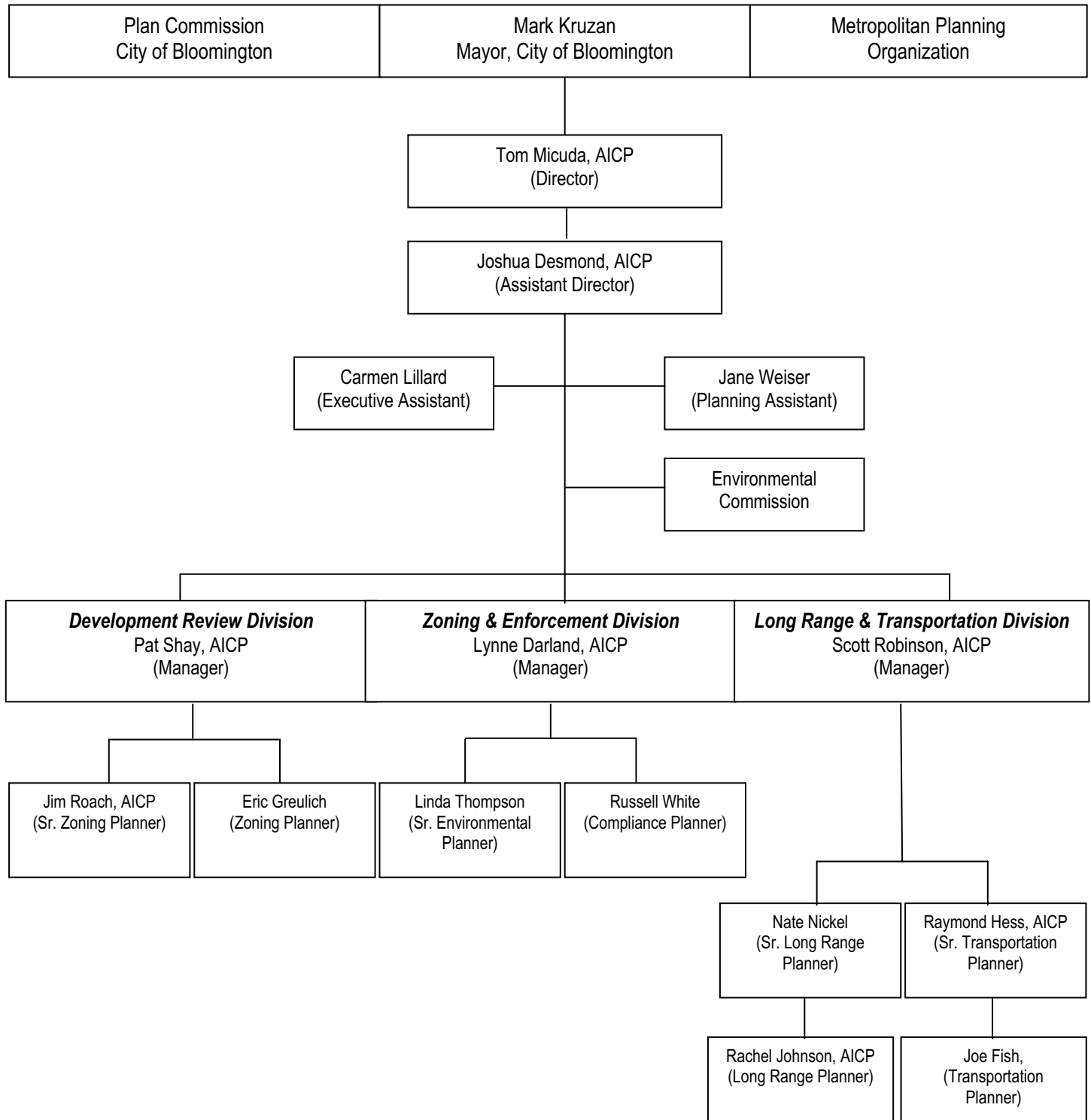
The three-part intergovernmental steering committee is made up of a Policy Committee (PC) which acts as the decision-making body for the MPO, a Technical Advisory Committee (TAC), and a Citizens Advisory Committee (CAC). This arrangement effectively provides for close communication between key policy/decision makers, the technical planning staff, and citizen representatives. In addition, the MPO Staff maintains close working relationships with City of Bloomington, Monroe County, and the Town of Ellettsville departments and agencies, Bloomington Public Transportation Corporation, Indiana University, Monroe County and Richland Bean Blossom Community School Corporations, the Indiana Department of Transportation (INDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

The following pages document the MPO Committee organization structure, the MPO staff organization structure, and the composition of the three MPO committees.

## Bloomington/Monroe County MPO Organizational Chart



## City of Bloomington Planning Department Organizational Chart



**Bloomington/Monroe County MPO Committee Composition****POLICY COMMITTEE**

<b>Name</b>	<b>Title</b>	<b>Representing</b>
Kent McDaniel ( <i>Chair</i> )	Board of Directors Member	Bloomington Public Transportation Corporation
Lynn Coyne ( <i>Vice Chair</i> )	Director, Real Estate Department	Indiana University
Mark Kruzan	Mayor	City of Bloomington
Andy Ruff	Common Council Member	City of Bloomington
Bill Steube	President, Plan Commission	City of Bloomington
Susie Johnson	Director, Public Works Department	City of Bloomington
Iris Kiesling	President, County Commissioners	Monroe County
Sophia Travis	County Council Member	Monroe County
Jerry Pittsford	President, Plan Commission	Monroe County
Bill Williams	Director, Highway Department	Monroe County
Dan Swafford	Town Council President	Town of Ellettsville
Jack Baker	Chair, Citizens Advisory Committee	Citizens Advisory Committee
Bob Williams	Deputy Commissioner, Seymour District	Indiana Department of Transportation
Marisol Simon	Administrator, Region V	Federal Transit Administration (non-voting)
Bob Tally	Administrator, Indiana Division	Federal Highway Administration (non-voting)

**TECHNICAL ADVISORY COMMITTEE**

<b>Name</b>	<b>Title</b>	<b>Representing</b>
Jane Fleig ( <i>Vice Chair</i> )	Assistant Engineer, Utilities Department	City of Bloomington
Adrian Reid	City Engineer	City of Bloomington
Lew May	General Manager	Bloomington Transit
Patrick Murray	Vice Chair, Citizens Advisory Committee	Citizens Advisory Committee
Toni McClure	Deputy Director, Public Works Department	City of Bloomington
Dave Williams	Director of Operations, Parks & Recreation Dept.	City of Bloomington
Tom Micuda	Director, Planning Department	City of Bloomington
Susan Clark	Controller	City of Bloomington
Laura Haley	GIS Coordinator	City of Bloomington
Bobby Chesnut	Street Commissioner	City of Bloomington
Sandy Newmann	Auditor	Monroe County
Chuck Stephenson	Administrator, Parks & Recreation Dept.	Monroe County
Gregg Zody	Director, Planning Department	Monroe County
Philip Bernard	GIS Coordinator	Monroe County
S. Bruce Payton	Executive Director, Monroe County Airport	Monroe County Airport
John Carter	Transportation Director	Monroe County Community Schools Corp.
Steven Kain	Superintendent	Richland-Bean Blossom Community Schools Corp.
Jewell Echelbarger	Manager	Rural Transit
Mike Cornman	Street Department	Town of Ellettsville
Frank Nierzwicki	Director, Planning Services	Town of Ellettsville
Perry Maull	Operations Director, IU Transportation	Indiana University
John Collison	Highway Department Assistant Director	Monroe County
Jim Ude	District Planning & Programming Director	Indiana Department of Transportation (non-voting)
Emanuel Nsonwu	Urban and MPO Planning Representative	Indiana Department of Transportation (non-voting)
Brian Jones	Project Manager	Indiana Department of Transportation (non-voting)
Larry Heil	Indiana Division	Federal Highway Administration (non-voting)

**CITIZENS ADVISORY COMMITTEE**

<b>Name</b>	<b>Representing</b>
Jack Baker ( <i>Chair</i> )	McDoel Gardens Neighborhood
Patrick Murray ( <i>Vice Chair</i> )	Prospect Hill Neighborhood
Ed Bitner	Town of Ellettsville
Buff Brown	Traffic Commission/BTOP
Eve Corrigan	Citizen/BTOP
Elizabeth Cox-Ash	McDoel Gardens Neighborhood
Kate Cruikshank	South Griffy Neighborhood
James Delpha	McDoel Gardens Neighborhood
Steve Forrest	Bryan Park Neighborhood/BTOP
Bill Hayden	Bloomington Bike Project
Douglas Horn	Old Northeast Neighborhood
John Kehrberg	County Citizen
John McCrary	Indiana Department of Transportation
Ted Miller	Citizen
Charles Newmann	County Council/Monroe County Farm Bureau
Yvette Rollins	Indiana Horse Council
Sarah Ryterband	Prospect Hill Neighborhood
Steve Smith	Bloomington Economic Development Comm.
Jerry Stasny	Old Northeast Neighborhood Assoc.
Christy A. Steele	Greater Bloomington Chamber of Commerce
David Walter	Sixth & Ritter Neighborhood Association/BRI/CONA
Natalie Wrubel	League of Women Voters

**MPO STAFF**

<b>Name</b>	<b>Position</b>
Joshua Desmond, AICP	MPO Director
Scott Robinson, AICP	Long Range/Transportation Manager
Raymond Hess, AICP	Senior Transportation Planner
Joe Fish	Transportation Planner

## Fiscal Year 2009-2010 UPWP Funding Summary

### FISCAL YEAR 2009-2010 MPO BUDGET

The Bloomington/Monroe County MPO has an estimated \$457,588.00 available from the Federal Highway Administration and Federal Transit Administration for programming in Fiscal Years 2009 through 2010. These funds are available on a 20% local match basis, thereby requiring a total local match assurance of \$114,397.00 should all funds be used. The combined total of federal assistance and local match that may be used for programming in the FY 2009-2010 UPWP is \$571,985.00. This budget is split between the two Fiscal Years, with \$421,985.00 allocated to FY 2009 and \$150,000 allocated to FY 2010. Further, that FY 2009 budget includes \$60,000 of STP funding that has been earmarked for use in the TIP, and which is explained in greater detail under Work Element #202.

### FUND USE BY MATCHING AGENCY

The table below provides a breakdown of FY 2009-2010 funding allocations based on the agency using the programmed funds. The figures in the MPO column represent MPO staff time spent per work element, including fringe and indirect costs. The Bloomington Transit and Consultant columns identify funds set aside for consultant services, purchase of equipment, and other direct MPO expenses (separate from staff costs). More detailed breakdowns of each work element are provided in later sections of this document.

Work Element	MPO	Bloomington Transit	Consultants/Supplies	Total
<b>Comprehensive Planning Coordination &amp; Outreach Program</b>				
101	\$ 67,035.00	\$ -	\$ -	\$ 67,035.00
102	\$ 7,500.00	\$ -	\$ 5,000.00	\$ 12,500.00
103	\$ 24,500.00	\$ -	\$ 500.00	\$ 25,000.00
<b>Short Range Transportation Planning Program</b>				
201	\$ 23,000.00	\$ -	\$ -	\$ 23,000.00
202	\$ 12,500.00	\$ -	\$ 120,000.00	\$ 132,500.00
<b>Long Range Transportation Planning Program</b>				
301	\$ 39,500.00	\$ -	\$ 100,000.00	\$ 139,500.00
<b>Technical Program</b>				
401	\$ 13,500.00	\$ -	\$ 45,000.00	\$ 58,500.00
402	\$ -	\$ -	\$ 52,000.00	\$ 52,000.00
<b>Alternative Transportation Planning Program</b>				
501	\$ 5,000.00	\$ 2,000.00	\$ 3,000.00	\$ 10,000.00
502	\$ 15,750.00	\$ 25,000.00	\$ 500.00	\$ 41,250.00
503	\$ 10,700.00	\$ -	\$ -	\$ 10,700.00
<b>TOTAL</b>	\$ 218,985.00	\$ 27,000.00	\$ 326,000.00	\$ 571,985.00

**OBJECT CLASS BUDGET BY FUNDING SOURCE**

The table below provides a breakdown of FY 2009-2010 funding allocations by object class and funding source. Fringe and Indirect expenses are calculated based on the rates provided in the FY 2009 Cost Allocation Plan. As with the previous table, funding allocations for MPO Staff, Bloomington Transit, and Consultants/Other are separated for illustrative purposes. Please refer to the individual work element sections later in this document for further details on each category.

Object Class	Federal Funds	Local Match	Total
Direct Chargeable Salary	\$ 98,420.22	\$ 24,605.06	\$ 123,025.28
Fringe Expenses (61.76%)	\$ 60,784.33	\$ 15,196.08	\$ 75,980.41
Indirect Expenses (16.24%)	\$ 15,983.44	\$ 3,995.86	\$ 19,979.31
Bloomington Transit	\$ 21,600.00	\$ 5,400.00	\$ 27,000.00
Consultants/Supplies	\$ 260,800.00	\$ 65,200.00	\$ 326,000.00
<b>TOTAL</b>	<b>\$ 457,588.00</b>	<b>\$ 114,397.00</b>	<b>\$ 571,985.00</b>

**SUMMARY BUDGET BY FUNDING SOURCE**

The table below provides a summary of the FY 2009-2010 budget for each of the work elements in the Unified Planning Work Program. The federal funding/local match split for each work element is highlighted here. As illustrated in this summary table, the FY 2009-2010 funding allocations fall within the total available funding noted previously.

Work Element	Federal Funds	Local Match	Total
<b>Comprehensive Planning Coordination &amp; Outreach Program</b>			
101	\$ 53,628.00	\$ 13,407.00	\$ 67,035.00
102	\$ 10,000.00	\$ 2,500.00	\$ 12,500.00
103	\$ 20,000.00	\$ 5,000.00	\$ 25,000.00
<b>Short Range Transportation Planning Program</b>			
201	\$ 18,400.00	\$ 4,600.00	\$ 23,000.00
202	\$ 106,000.00	\$ 26,500.00	\$ 132,500.00
<b>Long Range Transportation Planning Program</b>			
301	\$ 111,600.00	\$ 27,900.00	\$ 139,500.00
<b>Technical Program</b>			
401	\$ 46,800.00	\$ 11,700.00	\$ 58,500.00
402	\$ 41,600.00	\$ 10,400.00	\$ 52,000.00
<b>Alternative Transportation Planning Program</b>			
501	\$ 8,000.00	\$ 2,000.00	\$ 10,000.00
502	\$ 33,000.00	\$ 8,250.00	\$ 41,250.00
503	\$ 8,560.00	\$ 2,140.00	\$ 10,700.00
<b>TOTAL</b>	<b>\$ 457,588.00</b>	<b>\$ 114,397.00</b>	<b>\$ 571,985.00</b>

**CONTRACT SERVICE AGREEMENTS**

The Bloomington/Monroe County Metropolitan Planning Organization will enter into Contract Service Agreements (CSA) with the City of Bloomington Public Works Department (and all of its divisions), the Town of Ellettsville, and the Monroe County Planning and Highway Departments in order to accomplish several of the work elements outlined in this UPWP. Each CSA will provide a mechanism for coordination and ensure that the duplication of transportation planning services is minimized. Each CSA will follow the scope of work detailed within this Unified Planning Work Program and will be approved by the Policy Committee. Each non-MPO government entity entering into a CSA with the MPO is responsible for providing all costs detailed within a CSA and will be reimbursed up to a maximum of 80% of federal aid eligible costs.

## Comprehensive Planning Coordination & Outreach

### 101 TRANSPORTATION PLANNING COORDINATION

#### (A) Intergovernmental Coordination

Work to be conducted under this element will include all activities associated with administering the MPO Policy Committee, the MPO Technical Advisory Committee, and daily MPO administrative activities with FHWA and INDOT. Meetings of the MPO Policy Committee and Technical Advisory Committee occur on a monthly basis. Activities that can be anticipated in association with these committees include the preparation of information packets for each meeting, clerical support activities, and documentation of such meetings. All meetings will be open to attendance from the public and the preparation of proper meeting notifications will be included under this work element.

##### **Responsible Agency and End Product(s):**

- (1) MPO Staff to conduct at least 8 MPO Policy Committee meetings.
  - (a) Publish and distribute agendas, minutes, and support material
- (2) MPO Staff to conduct at least 10 MPO Technical Advisory Committee meetings.
  - (a) Publish and distribute agendas, minutes, and support material
- (3) MPO Staff to attend 2 Program Development Progress (PDP) meetings with the INDOT Seymour District Office.
  - (a) Attend at least 2 PDP meetings

#### (B) Unified Planning Work Program

The development and administration of a Unified Planning Work Program (UPWP) is a requirement of the urban transportation planning process. The UPWP describes all planning activities that are anticipated in the MPO study area over the next fiscal year, and documents the work that will be performed with federal planning monies and local matching funds. This element also includes the preparation of a Cost Allocation Plan/Indirect Cost Proposal to be used in determining billing rates for MPO staff.

##### **Responsible Agency and End Product(s):**

- (1) MPO Staff to conduct coordination technical review meetings with FHWA, INDOT, and local stakeholders to develop the annual Fiscal Year Unified Planning Work Program.
  - (a) FY 2010 Unified Planning Work Program (UPWP)
- (2) MPO Staff to develop and update the Cost Allocation Plan as part of the UPWP.
  - (a) FY 2010 Cost Allocation Plan (CAP)
- (3) MPO Staff to prepare and submit an Annual Completion Report to INDOT.
  - (a) FY 2008 Annual Completion Report
- (4) MPO Staff to prepare and submit an annual Self Certification Review Statement to INDOT/FHWA/FTA representatives.
  - (a) FY 2010 Annual Self Certification Review Statement

**(C) Planning Grant Administration**

MPO Staff will administer the FHWA and FTA planning grants associated with the FY 2009-2010 UPWP. Quarterly progress reports, billing statements, and the financial status of the FY 2009-2010 UPWP will be provided to the Policy Committee and to the member agencies to update the progress of all MPO activities that have occurred towards completion of the UPWP.

**Responsible Agency and End Product(s):**

- (1) MPO Staff to prepare and submit quarterly progress reports to INDOT for review.
  - (a) Quarterly Progress Report
- (2) MPO Staff to prepare and submit quarterly billing statements to INDOT for reimbursement processing.
  - (a) Quarterly Billing Statements

**(D) Indiana MPO Council**

The fourteen (14) Metropolitan Planning Organizations in the State of Indiana have a statewide MPO association that meets monthly (MPO Council) to discuss and act on matters of mutual interest. The monthly Indiana MPO Council meetings provide an opportunity for the MPOs to coordinate their transportation planning activities and to work collectively with INDOT and FHWA.

**Responsible Agency and End Product(s):**

- (1) MPO Staff to attend 12 MPO Council monthly meetings in Indianapolis.

101					
Task		Responsible Agency	FY 2009	FY 2010	Total Cost
(A) Intergovernmental Coordination					
	Policy Committee	MPO	\$33,935.00	\$0.00	\$33,935.00
	Technical Advisory Committee	MPO			
	Coord. Mtgs. w/Seymour District	MPO			
(B) Unified Planning Work Program					
	UPWP	MPO	\$20,500.00	\$0.00	\$20,500.00
	CAP	MPO			
	Annual Self-Certification Statement	MPO			
	Annual Completion Report	MPO			
(C) Planning Grant Administration					
	Quarterly Billing Statements	MPO	\$6,800.00	\$0.00	\$6,800.00
	Quarterly Progress Reports	MPO			
(D) Indiana MPO Council					
	MPO Council Meetings	MPO	\$5,800.00	\$0.00	\$5,800.00
TOTAL			\$67,035.00	\$0.00	\$67,035.00

**102 TRAINING & PROFESSIONAL DEVELOPMENT****(A) Staff Training, Education, and Technical Needs**

The continuous development of MPO staff expertise will occur through attendance and participation in transportation related courses, seminars, and conferences, as well as the purchase of educational/reference materials, professional periodical subscriptions, and technical software training, including TransCAD. These educational tools are essential for the professional development of all MPO staff and to bring about knowledge of regional and national best practice transportation planning topics.

**Responsible Agency and End Product(s):**

- (1) MPO Staff to attend TransCAD training and renew annual TransCAD license.
- (2) MPO Staff to attend the annual Purdue Road School.
- (3) MPO Staff to attend annual Indiana MPO Conference.

102					
Task		Responsible Agency	FY 2009	FY 2010	Total Cost
<b>(A) Training &amp; Professional Development</b>					
	<i>TransCAD Training</i>	MPO	\$12,500.00	\$0.00	\$12,500.00
	<i>Road School</i>	MPO			
	<i>MPO Conference</i>	MPO			
<b>TOTAL</b>			<b>\$12,500.00</b>	<b>\$0.00</b>	<b>\$12,500.00</b>

**103 PUBLIC PARTICIPATION COORDINATION****(A) Citizens Advisory Committee**

The 1982 charter of the Bloomington/Monroe County MPO established a Citizens Advisory Committee (CAC) to solicit citizen input into the transportation planning process. Monthly meetings with the CAC provide an avenue for obtaining public input for Policy Committee deliberation on transportation issues. The CAC membership for the Bloomington/Monroe County MPO consists of volunteer representatives from community organizations, professional associations, neighborhood associations, and the private sector.

**Responsible Agency and End Product(s):**

- (1) MPO Staff to provide staff support and administrative coordination for 10-12 CAC monthly meetings on topics including the UPWP, TIP, Long Range Transportation Plan, Annual Crash Report, Public Participation Process, and other MPO related topics or documents.
  - (a) Publish and distribute agendas, minutes, and support material

**(B) Web Site Administration**

The MPO web site is a subsection of the City of Bloomington web site and provides the MPO with a significant point of public communication and interaction. Citizens, businesses, and other local community members can access and download reports, data, updates, and other information related to the functions of the MPO in addition to the traditional forms of correspondence that are offered by the staff.

**Responsible Agency and End Product(s):**

- (1) On-going development and maintenance of the MPO Web Site.
  - (a) MPO Staff to post MPO Policy/Technical/Citizen Advisory Committee agendas, minutes, and draft MPO documents on-line
  - (b) MPO Staff to post technical traffic count information
  - (c) MPO Staff to post adopted MPO documents

**(C) Public Participation Process**

The MPO recently adopted a revised Public Participation Process that is SAFETEA-LU compliant, including maintaining compliance with the Environmental Justice considerations initiated under Executive Order 12898 on February 11, 1994. In addition, staff and the CAC have jointly produced a brochure that provides citizens with an overview of the MPO and methods of participating in its work. This brochure and the policies of the PPP will be used to recruit, retain, and involve interested citizens within the MPO area.

**Responsible Agency and End Product(s):**

- (1) MPO Staff to implement all procedures required to ensure compliance with the MPO's Public Participation Process.
  - (a) Public posting of MPO meeting agendas and proposed plans and documents, including printing of legal notices for public comment periods in the local newspaper.
- (2) MPO Staff continue development of recruitment tools to increase public participation in the MPO
  - (a) Further development and distribution of new MPO informational brochure.

103					
Task		Responsible Agency	FY 2009	FY 2010	Total Cost
<b>(A) Citizens Advisory Committee</b>					
	<i>Citizens Advisory Committee</i>	MPO	\$13,000.00	\$0.00	\$13,000.00
<b>(B) Web Site Administration</b>					
	<i>Web Site Administration</i>	MPO	\$4,500.00	\$0.00	\$4,500.00
<b>(C) Public Participation Process</b>					
	<i>PPP Management &amp; Compliance</i>	MPO	\$7,500.00	\$0.00	\$7,500.00
<b>TOTAL</b>			<b>\$25,000.00</b>	<b>\$0.00</b>	<b>\$25,000.00</b>

## Short Range Transportation Planning

### 201 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

#### (A) Transportation Improvement Program

The development of a Transportation Improvement Program (TIP) is a U.S. Department of Transportation requirement for MPOs that intend to implement projects with funds from the Federal Highway Administration and the Federal Transit Administration. All federal-aid projects must be included in the TIP, and the adopted program of projects must be fiscally constrained for inclusion within the Indiana Statewide Transportation Improvement Program (INSTIP) prepared by the Indiana Department of Transportation (INDOT).

##### Responsible Agency and End Product(s):

- (1) MPO Staff to review project requests from local entities for inclusion in the TIP for consistency with the 2030 Long Range Transportation Plan and other MPO policy documents. Interagency coordination will result in the development and production of the annual TIP document.
  - (a) FY 2010 – 2013 Transportation Improvement Program
- (2) MPO Staff to administer the on-going implementation of TIP projects through coordination with LPAs, management of the local Change Order Process, and management of the TIP amendment process as needed.
- (3) MPO Staff to provide assistance and coordination for Federal-aid application submissions by local planning agencies.

#### (B) Highway Safety Improvement Program Administration

By the beginning of Fiscal Year 2009, MPO staff will have established a local Highway Safety Improvement Program (HSIP) in compliance with SAFETEA-LU and directives of INDOT. Going forward, staff will administer procedures whereby appropriate projects will be solicited from LPAs and HSIP funding will be awarded depending on project compliance with HSIP selection criteria.

##### Responsible Agency and End Product(s):

- (1) MPO Staff to coordinate with local agencies on the solicitation and selection of candidate projects eligible for HSIP grant funds and for inclusion in the Transportation Improvement Program.

#### (C) TIP Project Coordination

The MPO staff will attend monthly meetings with the City of Bloomington Projects Team, made up of representatives from various City of Bloomington departments, for the purposes of transportation project management and coordination. All current projects are to be examined for action to date, current status summary, next action steps, timelines, and public involvement/coordination issues.

##### Responsible Agency and End Product(s):

- (1) MPO Administrative Staff to attend twelve (12) monthly City Projects Team meetings for interagency coordination and participation.

201					
Task		Responsible Agency	FY 2009	FY 2010	Total Cost
(A)	Transportation Improvement Program (TIP)				
	FY 2009-2012 TIP	MPO	\$15,000.00	\$0.00	\$15,000.00
	TIP Administration/Amendments	MPO			
	Federal Aid Application Coordination	MPO			
(B)	HSIP Administration				
	Project Solicitation & Selection	MPO	\$4,000.00	\$0.00	\$4,000.00
(C)	TIP Project Coordination				
	City Projects Team	MPO	\$4,000.00	\$0.00	\$4,000.00
TOTAL			\$23,000.00	\$0.00	\$23,000.00

**202 SHORT RANGE TRANSPORTATION STUDIES****(A) North Campus Area Study**

East-west connectivity through the northern portion of the Indiana University campus (roughly, the 10<sup>th</sup>/14<sup>th</sup> street corridors) has long been identified as a local transportation challenge. Movement within campus, movement between points east and west of campus, and the operation of local transit routes are all made difficult due to limited east-west connectivity. The University seeks to undertake, in partnership with the MPO and the City of Bloomington, a feasibility study that would identify potential solutions for this issue. The study would evaluate current and future transportation conditions for all modes of travel and make recommendations for improvements that would address mobility issues within the study area. While the primary focus of the study is east-west mobility, north-south connectivity in the study area should also be evaluated to ensure that a comprehensive solution is achieved. The Federal funding component of this project (\$60,000) will be paid for with STP funding that has been earmarked in the FY 2009-2012 TIP.

**Responsible Agency and End Product(s):**

- (1) MPO Staff, City of Bloomington Public Works Department, Indiana University and a private consultant to conduct a Feasibility Study for east-west connectivity through the northern portion of the Indiana University campus.
  - (a) North Campus Area Study

**(B) West 2<sup>nd</sup> Street Feasibility Study**

During Fiscal Year 2007, the Bloomington/Monroe County MPO partnered with the City of Bloomington to begin the West 2<sup>nd</sup> Street Feasibility Study. This study focused on West 2<sup>nd</sup> Street, between Walnut Street and Landmark Avenue, within the City of Bloomington. Major issues facing this corridor include significant traffic congestion, access management, and lack of facilities for alternative modes of transportation. This corridor has been identified in the 2030 Long Range Transportation Plan as a future improvement project. The Feasibility Study will better define the design specifications for that future improvement project, allowing for the implementation process to progress. Work on the Study was slowed down during Fiscal Year 2008 in order to assess the impact of traffic signal timing adjustments on the study area. The City has indicated its intention to complete the initial study during Fiscal Year 2009, and potentially incorporate new Context Sensitive Solutions elements as an add-on during Fiscal Year 2010.

**Responsible Agency and End Product(s):**

- (1) MPO Staff, City of Bloomington Public Works Department, and a private consultant to conduct a Feasibility Study for West 2<sup>nd</sup> Street from Walnut Street to Landmark Avenue.
  - (a) West 2<sup>nd</sup> Street Feasibility Study
  - (b) Addition of Context Sensitive Solutions components to original study

**(C) CAC/Student Assisted Study**

In previous years, the MPO Citizens Advisory Committee has worked with student groups from the Rose-Hulman Institute of Technology to complete studies of the Rogers Street Corridor as well as the 10<sup>th</sup>/14<sup>th</sup> Street Corridor through the Indiana University Campus. These studies provided the students with real-world project experience while assisting the MPO in addressing key transportation challenges in the community. The CAC wishes to undertake a similar such project during the coming fiscal year, and would like to seek student assistance from either RHIT or Ball State University. The specific study area for this project will be determined in conjunction with the CAC membership.

**Responsible Agency and End Product(s):**

- (1) MPO Staff, Citizens Advisory Committee, and college student group to produce a transportation study for a selected corridor in the MPO area.

202					
Task		Responsible Agency	FY 2009	FY 2010	Total Cost
(A)	North Campus Area Study				
	North Campus Area Study	MPO	\$8,000.00	\$0.00	\$8,000.00
		IU/COB/Consultant	\$75,000.00	\$0.00	\$75,000.00
(B)	West 2nd Street Feasibility Study				
	West 2nd Street Feasibility Study	MPO/COB	\$10,000.00	\$35,000.00	\$45,000.00
(C)	CAC/Student-Assisted Study				
	CAC/Student-Assisted Study	MPO	\$4,500.00	\$0.00	\$4,500.00
TOTAL			\$22,500.00	\$35,000.00	\$132,500.00

## Long Range Transportation Planning

### 301 LONG RANGE PLANNING

#### (A) 2035 Long Range Transportation Plan

Federal requirements mandate that the Long Range Transportation Plan maintain a 25-year time horizon. The MPO will therefore be required to update the existing LRTP to create a 2035 Long Range Transportation Plan by the end of Fiscal Year 2010 in order to meet that standard. Due to the scope and significance of such a project, MPO staff intends to begin the update process during FY 2009 and complete it in FY 2010 to ensure that enough time is provided to produce it. The update procedure will include a complete update of the Travel Demand Model as well as a thorough public involvement process. The plan will look beyond automobile travel needs to encompass all modes of travel in its evaluation of long-term transportation needs for the MPO. Funding has been allocated over the next two fiscal years to provide for consultant assistance with technical analysis (primarily modeling support) as well as for MPO staff time spent in developing the overall Plan.

#### Responsible Agency and End Product(s):

- (1) MPO Staff, with consultant assistance for Travel Demand Model updates, to develop the 2035 Long Range Transportation Plan (completion by end of FY 2010).

#### (B) ITS Architecture Maintenance

A group of technologies, known collectively as Intelligent Transportation Systems, or ITS, is being developed in urban areas throughout the world to improve transportation system efficiency, safety, and security. ITS uses a number of technologies, including information processing and communications to achieve transportation network operating efficiencies. Through an evaluation and integration process with the transportation system, the Bloomington/Monroe County Urban Area can improve safety, reduce congestion, improve mobility, enhance economic productivity, and save public investment dollars without negatively affecting the environment. The Bloomington/Monroe County MPO will complete its initial ITS Architecture by the end of Fiscal Year 2008. In Fiscal Year 2009, continued updates and revisions will be made to ensure that the Architecture remains current and accounts for changes and improvements in the transportation network. Staff will also assist local entities with the implementation of ITS projects as detailed in the ITS Architecture.

#### Responsible Agency and End Product(s):

- (1) MPO Staff to maintain and update the established Intelligent Transportation Systems (ITS) architecture. The assessment will target and implement specific ITS architecture improvements for future roadway improvements within the TIP.
  - (a) FY 2009 ITS Architecture

301					
Task		Responsible Agency	FY 2009	FY 2010	Total Cost
(A)	2035 Long Range Transportation Plan				
	2035 Long Range Transportation Plan	MPO	\$13,500.00	\$21,000.00	\$34,500.00
		Consultant	\$40,000.00	\$60,000.00	\$100,000.00
(B)	Intelligent Transportation Systems (ITS)				
	ITS Architecture Maintenance	MPO	\$5,000.00	\$0.00	\$5,000.00
TOTAL			\$58,500.00	\$81,000.00	\$139,500.00

## Technical Activities

### 401 VEHICULAR DATA COLLECTION

#### (A) Traffic Volume Counting

The MPO staff, in conjunction with Bloomington Engineering, Monroe County Engineering, and the Town of Ellettsville, will conduct vehicular volume counts within the Metropolitan Planning Area (MPA) for arterial and collector streets/roads on a rotational cycle that will provide complete coverage of the MPO's functionally classified roadway network. Details of the specific counting requirements will be available in the Traffic Counting Manual. In addition to the above-mentioned counts, provisions need to be made to allow for special counts to be conducted upon the request of local entities to assist with engineering alternatives analysis and design decisions. Specifically, information may be needed to conduct traffic control warrant studies, traffic calming requests, safety examinations, development petition reviews, and corridor studies.

#### Responsible Agency and End Product(s):

- (1) MPO Staff will update the Traffic Counting Manual for the Bloomington/Monroe County MPO and will further direct the allocation of staff time and departmental budgets for this program. Guidelines will be established to identify future needs for supplies and equipment to aid with funding allocations. The manual will also specify locations, quantities, and types of counts that need to be annually conducted to produce reliable estimates on Vehicle Miles of Travel (VMT) and to maintain the calibration of the 2030 Travel Demand Model.
  - (a) Revised Traffic Counting Manual
- (2) MPO Staff and the Bloomington Engineering Department will conduct annual traffic volume counts as specified in the Traffic Counting Manual. Traffic volume link and segment counts will be conducted throughout the MPO urbanized area on a rotating basis of once every three (3) years, or as requested. The traffic volume sampling program will also be used to support INDOT's HPMS data collection efforts and to continuously refine link volumes, capacities, and speeds for calibration of the MPO's travel demand forecast model.
  - (a) MPO FY 2009 Traffic Volume Report
    - (i) City of Bloomington will perform approximately 150 coverage counts
    - (ii) Town of Ellettsville will perform approximately 80 coverage counts
- (3) MPO Staff and the Bloomington Engineering Department to work toward the establishment of three-year traffic count data cycle for the functionally classified roadway network and to provide INDOT with the necessary Highway Performance Monitoring System (HPMS) data. This task will be a focus area for FY 2009 and 2010.
  - (a) Perform data quality control with INDOT's HPMS software against field survey findings
  - (b) Complete approximately one-third of the defined HPMS traffic samples for INDOT data management requests
- (4) MPO Staff and Bloomington Public Works Department to manage and maintain nine (9) permanent traffic volume counting stations (e.g., GroundHog). This information has the potential to help lay the foundation for a Travel Demand Management system with the integration of these data into traffic control devices.
  - (a) Regular maintenance and management for nine permanent GroundHog traffic volume counting stations, including phone and electric fees for their operation.

- (5) MPO Staff and Bloomington Engineering Department to purchase traffic counting equipment, software and supplies to support annual traffic counting program needs. Future supplies and equipment needs will be based upon the guidelines identified in the Traffic Counting Manual.
- (a) Bloomington Engineering Department to purchase new counting equipment, software and supplies including but not limited to GroundHog battery replacements, GroundHog permanent traffic analyzer, Hi-Star portable traffic analyzer, replacement tubing, nails, padlocks, and other related materials necessary for the maintenance and capital replacement of traffic counting equipment.

### (B) Annual Crash Report

The Bloomington/Monroe County MPO will complete an Annual Crash Report given, as the crash data helps to identify potentially hazardous intersections and corridors within the MPO study area. The identification of accident locations allows local and state jurisdictions to undertake roadway safety improvements and to establish longitudinal measures of effectiveness for the evaluation of alternative actions over time. The Annual Crash Report will also be used to determine project locations that may be eligible for funding through the MPO Highway Safety Improvement Program.

#### Responsible Agency and End Product(s):

- (1) MPO Staff to analyze state accident data for the development and production of an Annual Accident Report which includes vehicle, bicycle, and pedestrian accidents.
- (a) Calendar Year 2008 Crash Report.

401					
Task		Responsible Agency	FY 2009	FY 2010	Total Cost
<b>(A) Traffic Volume Counting</b>					
	Traffic Counting Manual	MPO	\$5,000.00	\$0.00	\$5,000.00
	FY2008 Traffic Counting Report	MPO	\$4,000.00	\$0.00	\$4,000.00
	HPMS Counts for INDOT	COB	\$8,000.00	\$8,000.00	\$16,000.00
	Traffic Data Collection	COB	\$20,000.00	\$0.00	\$20,000.00
		EV	\$4,000.00	\$0.00	\$4,000.00
	Purchase Traffic Counting Equipment	COB	\$5,000.00	\$0.00	\$5,000.00
<b>(B) Annual Crash Report</b>					
	C.Y. 2008 Crash Report	MPO	\$4,500.00	\$0.00	\$4,500.00
<b>TOTAL</b>			<b>\$50,500.00</b>	<b>\$8,000.00</b>	<b>\$58,500.00</b>

**402 INFRASTRUCTURE MANAGEMENT****(A) Infrastructure Management Plan**

The City of Bloomington Public Works Department and the Monroe County Engineering Department will perform work necessary to develop and maintain a comprehensive infrastructure management plan, with particular emphasis on pavement management. The infrastructure inventory will be continuously updated using an asset management software package (Cartegraph). Data on the various physical parameters such as location and the physical condition for each infrastructure module (pavement, signs, street markings, signals,) is managed by an infrastructure management software package to aid in the development of long term management plans.

**Responsible Agency and End Product(s):**

- (1) MPO Staff, City of Bloomington Public Works Department, Monroe County, and the Town of Ellettsville will analyze the initial assessment of current roadway pavement conditions in the urbanized area to develop the initial phase of the infrastructure management plan. Regular collection of data on existing infrastructure modules to manage and update the database used for the asset management software used to develop and produce the infrastructure management plan. Future phases of the long term management plan will include other infrastructure modules and may require the purchase of geographic positioning technology and software to assist with field data collection.
- (a) Phase I: Long Term Management Plan/Ten-Year Pavement Management Plan
- (b) Quarterly status report submitted with billings

402					
Task		Responsible Agency	FY 2009	FY 2010	Total Cost
(A) Infrastructure Management Plan					
	Infrastructure Management Plan	COB	\$11,000.00	\$11,000.00	\$22,000.00
		MC	\$11,000.00	\$11,000.00	\$22,000.00
		EV	\$4,000.00	\$4,000.00	\$8,000.00
TOTAL			\$26,000.00	\$26,000.00	\$52,000.00

## Alternative Transportation Planning

### 501 TRANSIT, BICYCLE & PEDESTRIAN DATA COLLECTION

#### (A) Transit Ridership and Bicycle/Pedestrian Volume Counts

This work element will include the preparation of a ridership data and bicycle and pedestrian volume counts. This information, among other things, will aid in establishing annual passenger mile estimates for mass transit, will aid in estimating facilities that are under or over utilized, and will aid in the prioritization of capital improvements. In summary, the method consists of counting boarding and alighting passengers and measuring distances between stops on randomly selected bus trips each week, throughout the fiscal year. Counts to determine usage of bicycle and pedestrian facilities will also be conducted on a regular basis to gauge and determine needs.

#### Responsible Agency and End Product(s):

- (1) Bloomington Transit to collect operating data required for estimates of annual passenger miles. Procedures will follow FTA guidelines which describe the methodology to estimate annual passenger miles based on data from a sample of randomly selected bus trips for Bloomington Transit fixed route and demand response service.
  - (a) Annual passenger mile data estimates for Bloomington Transit fixed route and demand response service.
- (2) MPO Staff to conduct seven (7) day seasonal baseline counts (spring, summer, and fall) on multi-use trails and bike lane facilities to establish baseline data for bicycle and pedestrian volume counts. This is currently a pilot program. As the bicycle and pedestrian network continues to be built, expectations for this pilot are to mirror the #401 Traffic Volume Counting element of the UPWP.
  - (a) MPO staff report on the results of seasonal coverage counts for 3-6 facilities
- (3) MPO Staff and Bloomington Public Works Department to annually maintain, update, and develop the GIS sidewalk inventory. This inventory has been developed to identify missing sidewalk segments and to prioritize sidewalk improvement projects. Integration of a robust inventory and infrastructure management are to be implemented for a future phase of the Infrastructure Management Plan. The sidewalk inventory will incorporate sidewalk data on condition, width, and ADA compliance for integration into the asset management software.
  - (a) Sidewalk Project Prioritization Report
  - (b) Status report with integration of GIS and asset management software for sidewalk inventory data
  - (c) Status report on phase two of long term management plan: Sidewalk Condition and Assessment Inventory
- (4) MPO Staff and Bloomington Public Works Department to purchase of bicycle and pedestrian counting equipment and supplies needed to support annual bicycle and pedestrian counting needs.
  - (a) MPO Staff and Bloomington Public Works Department to purchase up to \$2000 in new counting equipment and supplies

501					
Task		Responsible Agency	FY 2009	FY 2010	Total Cost
(A)	Transit Ridership/Bike & Ped Counts				
	Annual Passenger Trip Estimates	BT	\$2,000.00	\$0.00	\$2,000.00
	Bike/Ped Count Staff Report	MPO	\$8,000.00	\$0.00	\$8,000.00
	Sidewalk Inventory & Assessment	MPO			
	Purchase B/P Counting Equipment	MPO			
TOTAL			\$10,000.00	\$0.00	\$10,000.00

**502 SHORT RANGE ALTERNATIVE TRANSPORTATION PLANNING****(A) Safe Routes to School (SR2S) Program**

The Bloomington/Monroe County MPO has taken a lead role in implementing the Safe Routes to School Program on the local level. A Safe Routes to School Task Force featuring representatives of local community school corporations, local governments, community groups, and other key stakeholders guides the local process. The task force works cooperatively to generate project ideas and coordinate the production of SR2S grant applications. As a result, multiple grants have been secured for local SR2S projects, and the task force has begun to focus on implementation of the grant-funded projects. MPO staff will continue to play a lead role in the local implementation of the SR2S program by coordinating SR2S Task Force meetings, assisting with the production of grant applications, and helping local jurisdictions implement any SR2S grants that are awarded.

**Responsible Agency and End Product(s):**

- (1) MPO Staff to manage the Safe Routes to School Task Force that will be responsible for annual project identification and implementation of Safe Routes to School grant proposals and awards. Staff will coordinate regular meetings of the Task Force or its subcommittees as needed and provide logistical support to the Task Force or its subcommittees for project implementation.
  - (a) Safe Routes to School grant submittals for infrastructure and non-infrastructure projects

**(B) Bicycle and Pedestrian Project Coordination**

In conjunction with the Bloomington Bicycle and Pedestrian Safety Commission (BBPSC), MPO staff will continue to build upon safety/awareness efforts that will promote and encourage bicycle and pedestrian activities as viable modes of transportation.

**Responsible Agency and End Product(s):**

- (1) MPO Staff to attend regular monthly meetings of the Bloomington Bicycle and Pedestrian Safety Commission, including the formal business meetings and the interim work sessions. Staff will assist the BBPSC in reviewing local development proposals for bicycle and pedestrian issues, and will develop policy recommendations for education and safety programs for bicyclists and pedestrians.

**(C) LCI Training Program**

During Fiscal Year 2008, MPO Staff attended training sessions on bicycle skills and safety presented by the League of American Bicyclists. As a result, one MPO staff member is now a League Certified Instructor (LCI) that is qualified to present such training courses to others. The MPO will utilize this new skill set by hosting an annual bicycle skills and safety training seminar that is open to the public (limited only by class size and age requirements established by the League of American Bicyclists). Specifically, MPO Staff will present the Road I course, as defined by the League. This course provides instruction on bicycle handling and traffic skills, including how to ride safely in a multitude of situations, as well as some basic bicycle maintenance skills.

**Responsible Agency and End Product(s):**

- (1) MPO Staff to present the Road I training program to the public at least once per calendar year, including provision of study materials as needed.

**(D) Transit Development Program**

Bloomington Transit began the creation of a new Transit Development Program (TDP) during Fiscal Year 2008. The TDP is being produced with the assistance of an independent consultant. The TDP will comprehensively analyze the operations of Bloomington Transit and provide recommendations for future improvements to transit service. It will analyze stops and shelters, transit routes, system ridership, financial status, and other related transit components. In addition, the TDP will take into account recommendations of other recent studies undertaken by Bloomington Transit, including the Downtown Passenger Transfer Facility Location Analysis and the Fixed Transit Route Operational Analysis. The TDP will be completed during Fiscal Year 2009.

**Responsible Agency and End Product(s):**

- (1) Bloomington Transit and independent transit consultant to complete a new Transit Development Program (TDP), to include recommendations on stops and shelters, transit routes, system ridership, financial status, and other related transit components.
  - (a) Transit Development Program

502					
Task		Responsible Agency	FY 2009	FY 2010	Total Cost
<b>(A) Safe Routes to School (SR2S)</b>					
	Administer SR2S Program	MPO	\$8,500.00	\$0.00	\$8,500.00
<b>(B) Bike &amp; Ped Project Coordination</b>					
	BBPSC Meetings	MPO	\$5,500.00	\$0.00	\$5,500.00
<b>(C) LCI Training Program</b>					
	LCI Training Program	MPO	\$2,250.00	\$0.00	\$2,250.00
<b>(D) Transit Development Plan (TDP)</b>					
	Transit Development Plan (TDP)	BT	\$25,000.00	\$0.00	\$25,000.00
<b>TOTAL</b>			<b>\$41,250.00</b>	<b>\$0.00</b>	<b>\$41,250.00</b>

**503 LONG RANGE ALTERNATIVE TRANSPORTATION PLANNING****(A) Alternative Transportation Corridor Study**

As a component of the Fiscal Year 2007 UPWP, the MPO produced an alternative transportation corridor study with the help of an independent consultant. This study analyzed the proposed I-69 route through the Metropolitan Planning Area and provided design recommendations for bicycle and pedestrian facilities for interchanges and overpasses. During Fiscal Year 2008, MPO staff began the implementation phase of the project, both through further coordination with the I-69 Section 5 design office as well as mobilization of resources on the local level. MPO Staff will continue this implementation phase during Fiscal Year 2009.

**Responsible Agency and End Product(s):**

- (1) MPO Staff will provide assistance to local agencies for the implementation of the Alternative Transportation Corridor Study.

**(B) Coordinated Human Services Public Transit Plan**

SAFETEA-LU created new funding opportunities for public transportation programs, including the Jobs Access Reverse Commute (JARC) program and the New Freedom program. In order for local transit operators to use these funding sources, any project proposed to be funded must be included in a locally developed Coordinated Human Services Public Transit Plan, which the MPO has adopted. In Fiscal Year 2009, MPO staff will continue to assist local transportation providers with the implementation of key projects outlined in the local Plan.

**Responsible Agency and End Product(s):**

- (1) MPO Staff, to assist local transit and human services providers with the implementation of projects specified in the Coordinated Human Services Public Transit Plan.

503					
Task		Responsible Agency	FY 2009	FY 2010	Total Cost
(A)	Alternative Transportation Corridor Study				
	Project Implementation	MPO	\$3,000.00	\$0.00	\$3,000.00
(B)	Coordinated Human Services Public Transit Plan				
	Mobility Steering Committee	MPO	\$7,700.00	\$0.00	\$7,700.00
	Project Development Assistance				
TOTAL			\$10,700.00	\$0.00	\$10,700.00

**Appendix A****Transit Operator Local Match Assurance**

FY 2008 Federal Highway Administration (FHWA) Planning Funds (PL) and Federal Transit Administration (FTA) Section 5303 Planning Funds:

The City of Bloomington Public Transportation Corporation hereinafter referred to as the “Transit Provider”, HEREBY GIVES ITS ASSURANCES THAT the local matching requirements for its FY 2009 FHWA and FTA grants shall be met. The MPO is requesting FHWA and FTA Planning grant funds totaling \$397,588.00 requiring \$99,397.00 local match. As specified in the FY 2009-2010 Unified Planning Work Program (UPWP), the Transit Provider shall be responsible for \$21,600.00 of the total grant, requiring \$5,400.00 in local match for the following UPWP elements:

- 1) 501 (A) - Annual unlinked passenger trip estimates
- 2) 502 (D) – Transit Development Program (consultant product)

\_\_\_\_\_  
Date

Bloomington Public Transportation Corporation  
Legal Name of Applicant

By: \_\_\_\_\_  
Lew May, General Manager of Bloomington Transit

**Appendix B****Abbreviations**

3-C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	American Disabilities Act
BBPSC	Bloomington Bicycle and Pedestrian Safety Commission
CAC	Citizens Advisory Committee
EJ	Environmental Justice
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (July 1 through June 30)
HPMS	Highway Performance Monitoring System
INDOT	Indiana Department of Transportation
INSTIP	Indiana State Transportation Improvement Program
IPA	Indiana Planning Association
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation System
IU	Indiana University
MCCSC	Monroe County Community School Corporation
MPO	Metropolitan Planning Organization
MTP	Master Thoroughfare Plan
PDP	Program development Process
PL	Planning
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCP	Safety-Conscious Planning
SRTS	Safe Routes To School
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TDF	Travel Demand Forecast
TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
TIP	Transportation Improvement Program
TIS	Traffic Impact Study
TRB	Transportation Research Board
UMTA	Urban Mass Transit Administration
UPWP	Unified Planning Work Program
VMT	Vehicle Miles of Travel

## **Appendix C**

### **FY 2009 Certification Statement**

#### **INSTITUTIONAL ARRANGEMENTS**

##### **(A) Designated MPO**

The State of Indiana agreed to the designation of the City of Bloomington Plan Commission as the Metropolitan Planning Organization responsible for carrying out the provisions of Section 134, Title 23 of the United States Code for the Bloomington urbanized area through designation by the Governor of Indiana on March 4, 1982. The U.S. Department of Transportation accepted this designation.

##### **(B) Urbanized Areas Affected By This Certification**

This certification is for the Bloomington/Monroe County Urbanized Area.

##### **(C) Policy Decision-Making Process (Committee Structure and Delegation of Authority)**

The Bloomington/Monroe County Metropolitan Planning Organization adopted new Operational Bylaws in December 2005. These bylaws provide a specific description of the roles and membership for each of the three committees that comprise the MPO. The jurisdictions represented in the MPO are:

- City of Bloomington
- Monroe County
- Town of Ellettsville
- Indiana University

The three MPO committees are:

##### *Policy Committee*

The Policy Committee serves as the decision-making body of the MPO. They provide oversight on all projects, policies, and programs pursued by the MPO. This includes official adoption of the Long Range Transportation Plan, the Unified Planning Work Program, and the Transportation Improvement Program. Membership of this committee is comprised of elected and appointed officials from the key jurisdictions.

##### *Technical Advisory Committee*

The Technical Advisory Committee provides technical-level input on MPO projects, policies, and programs. The committee reviews these items and makes recommendations to MPO staff as well as to the Policy Committee. All business conducted by the MPO is required, per the adopted bylaws, to be reviewed by the Technical Advisory Committee prior to a decision by the Policy Committee. Membership of this committee is comprised of technical staff representing the same key jurisdictions as the Policy Committee membership.

##### *Citizens Advisory Committee*

The Citizens Advisory Committee provides public input on MPO projects, policies, and programs. All business conducted by the MPO is required, per the adopted bylaws, to be reviewed by the Citizens Advisory Committee prior to a decision by the Policy Committee. Membership of the Citizens Advisory Committee is open to the general public, as well as a wide variety of key community organizations that are specifically invited to send representation.

All jurisdictions are represented across all three MPO committees. The committees also provide representation for all modes of travel within the MPO area.

**(D) Delegation of MPO Responsibilities or Authority to Other Agencies**

The Bloomington/Monroe County MPO currently provides federal planning funds under a Third Party Agreement to Bloomington Transit (BT) to conduct transit planning activities as outlined in the Unified Planning Work Program. All other responsibilities and authority are retained by the MPO.

**(E) Functional Responsibilities of Participating Agencies**

Federal, state, and local agencies concerned with transportation and land use planning as well as the implementation of transportation facilities are given every opportunity to participate in the urban transportation planning process through the MPO's committee structure. The participants which comprise the committees advise and provide direction to the MPO's transportation planning staff.

**(F) Legal Basis for MPO**

The Bloomington MPO obtains its statutory authority from the Indiana Code, Title 18, Article 5, Chapter 1 and Title 18, Article 7, Chapter 5.5. Local authority for the Bloomington MPO is based on the 1982 letter from the U.S. Department of Transportation and an inter-cooperative agreement between the City of Bloomington and Monroe County.

**(G) Intergovernmental Review Process**

The Bloomington MPO participates in the intergovernmental review process. The Unified Work Planning Program and the Transportation Improvement Program are subject to this intergovernmental review.

**COMPREHENSIVE PLANNING****(A) Status of an Area-wide Land Use Plan or Urban Development Plan**

Comprehensive land use plans have been adopted separately by the City of Bloomington, Monroe County and the Town of Ellettsville. The MPO provides a forum to discuss issues related to transportation in both plans.

**(B) Consistency of the Transportation Plan with the Comprehensive Land Use Plans**

Land use and demographic data developed for the various comprehensive land use plans served as the basis for the MPO's 2030 Long Range Transportation Plan unanimously adopted by the Policy Committee in April 2006, and amended in June 2007. Appropriate local planning agencies are directly involved in the development of transportation plans.

**TRANSPORTATION PLANNING PROCESS AND ELEMENTS****(A) Social, Economic, and Environmental Effects**

The Unified Planning Work Program study elements are designed to obtain information necessary for the overall social, economic, and environmental (SEE) effects of proposed system improvement projects. The MPO committee structure provides a mechanism for evaluating this information and for developing alternative methods to mitigate negative SEE impacts.

**(B) Transportation Control Measures Required by the SIP**

The Bloomington/Monroe County urbanized area has been declared an attainment area by the Federal Environmental Protection Agency (EPA) with regard to transportation-related pollutants. As such, the MPO is not required to develop transportation control measures or to submit other documentation related to the State Air Quality Implementation Plan (SIP). Nevertheless, the maintenance and improvement of air quality is a significant local planning objective.

**(C) Citizen Involvement**

The MPO maintains a very active public participation process, which includes the Citizens Advisory Committee (described above) and public informational forums. Public hearings and special public meetings are routinely scheduled for projects and plan development/adoption.

**(D) Transportation System Management Strategies in All Phases of the Planning Process**

All urban areas of 50,000 population or greater are required to develop and maintain a transportation plan as a component of the transportation planning process for the metropolitan area.

The 2030 Long Range Transportation Plan for the Bloomington/Monroe County MPO emphasizes system management/preservation of the existing multi-modal transportation network with enhanced connectivity for increased safety and operational efficiency. Transportation system management strategies are considered in all phases of project planning and development.

**(E) Needs of Mobility-Limited Persons**

The needs of mobility-limited persons in the Bloomington/Monroe County urban area are met by Bloomington Transit (BT) which operates a curb-to-curb transportation service for persons with disabilities known as BT Access. BT Access provides vital mobility for persons with disabilities who cannot use regular fixed route service due to the nature of their disability. BT Access operates days and hours comparable to those that the fixed route service operates. The BT Access service area includes the entire City of Bloomington during weekdays. The service area is more limited on weeknights and weekends to include all areas within  $\frac{3}{4}$  mile of fixed routes operating during those days and times. The BT Access fare per one-way trip and has remained unchanged since 1996.

BT Access ridership has grown more than three-fold in the period from 1991 to 2005 as persons with disabilities continue to become more independent and self-sufficient. Contributing to the growth in BT Access, ridership in recent years has been the trend in relocating persons with disabilities to independent living situations. BT Access is used by eligible riders to access employment, education, health care services, shopping, and recreational activities throughout Bloomington.

**(F) Mitigate Traffic**

As noted in the adopted 2030 Long Range Transportation Plan, traffic mitigation refers to actively reducing the demand for automobile trip-making, and in turn reducing the traffic impacts associated with trip-making. This guiding principle for the Bloomington/Monroe County MPO is intended to reduce the frequency and length of auto trips through the application of a variety of key land use and transportation principles. The first component of traffic mitigation is mixed-use development, which reduces travel demand by placing residential areas in closer proximity to the shopping, employment and recreation destinations they seek. In addition, support of a compact urban form for development will keep trip lengths low, and allow more areas to be serviced by alternative modes of travel. Finally, investment in and support for modes of travel such as walking, bicycling and public transit must be significant and sustained to make them truly viable alternatives to personal motor vehicles.

**(G) Energy Conservation - Goals, Objectives, Specific Targets, Surveillance, and Monitoring of Energy Supply and Consumption, Planning for Short Term Disruption in Energy Supply**

The 2030 Long Range Transportation Plan adopted in April 2006 specifically notes a goal to “Make transportation infrastructure investments in a manner that protects and enhances the environment, promotes energy conservation, and improves quality of life.” Specific objectives under this LRTP goal include:

- Examine the overall short and long-term social, economic, energy, and environmental (social, natural, and human-made) effects of major transportation investments.
- Ensure transportation investments contribute to the overall improvement of air quality for the metropolitan area and support actions reducing the dependency on single-occupant vehicles.

Bloomington/Monroe County Metropolitan Planning Organization

- Give priority and encouragement to alternative fuels, fuel efficiency and new technologies to reduce pollution and usage of non-renewable resources.
- Plan, design, develop, construct, and maintain transportation facilities to minimize adverse impacts on environmentally sensitive areas, public parks and recreation areas, historic structures, and neighborhoods.

**(H) Involvement of Existing Public and Private Transportation Providers, Traffic Engineers Ridesharing Agencies, etc.**

The involvement of public and private transportation providers is maintained through the existing committee structure of the MPO. Public transportation providers and traffic engineers, including Indiana University, Bloomington Transit, the Monroe County Highway Engineer, and the City of Bloomington Engineer sit on the Technical Advisory Committee. Private transportation providers and traffic engineers are advised of Citizen Advisory Committee agenda and meetings through website notices and direct mailings. In addition to the committee structure, the MPO sponsors public information meetings to ensure public participation.

Additionally, a Coordinated Human Services Public Transportation Plan has been adopted by the MPO. The plan aims to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate transportation resources provided through multiple federal programs. The plan will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost-effective transportation possible with available resources. Together these actions will ensure continued involvement and coordination of public and private transportation providers.

**(I) Technical Activities to the Degree Appropriate**

The Unified Planning Work Program for the Bloomington/Monroe County MPO Bloomington MPO work program includes functions that provide for technical activities that include but are not limited to the following:

- Intergovernmental Coordination
- Unified Planning Work Program Development, Adoption and Administration
- FHWA/FTA Planning Grant Administration
- Staff Training, Education and Technical Needs
- Public Participation Coordination
- Transportation Improvement Program Development, Adoption, Administration, and Project Coordination
- Traffic Volume Impact Analysis
- Annual Crash Report
- Long Range Transportation Plan Update
- Intelligent Transportation System Development and Implementation
- Vehicular Data Collection
- Transit, Bicycle and Pedestrian Data Collection/Volume Counts
- Bicycle and Pedestrian Safety and Education Activities
- Safe Routes to School Program

**(J) Planning Process Documentation**

The Bloomington MPO planning process is documented in the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the 2030 Long Range Transportation Plan (LRTP), the MPO Public Participation Plan (PPP), and the MPO Operational Bylaws. These documents are developed, reviewed, and adopted through and in partnership with the MPO Committee structure previously noted in this Certification Statement and in cooperation with the Indiana Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration.

## **WORK PLAN**

### **(A) Status**

All Fiscal Year 2008 Unified Planning Work Program activities are underway and approval of the Fiscal Year 2000-2010 Unified Planning Work Program will occur by June 2007. An Annual Completion Report is prepared as a final End Product for each Fiscal Year Unified Planning Work Program. Completion reports contain detailed descriptions on the status of projects and the work completed under the appropriate Fiscal Year. In addition, the report includes the State Board of Accounts Calendar Year Audits for funds utilized within the Unified Planning Work Program.

### **(B) Effectiveness**

The Bloomington/Monroe County Unified Planning Work Program is reviewed and updated on an annual basis to correspond with needs identified by staff, cooperating agencies, citizens and other participants involved with the MPO in the planning process.

## **TRANSPORTATION PLAN**

### **(A) Annual Reaffirmation of Validity**

The Transportation Improvement Program (TIP) for the Bloomington/Monroe County Metropolitan Planning Organization is produced annually. The annual adoption of the Transportation Improvement Program is a reaffirmation of the Long Range Transportation Plan. If at such a time the Transportation Improvement Program does not agree with the Long Range Transportation Plan, amendments to the Long Range Transportation Plan would then be necessary for adoption of the conflicting Transportation Improvement Program to occur.

In accordance with federal transportation planning requirements for all urbanized areas, the Long Range Transportation Plan for Bloomington/Monroe County is to be updated at least every five years, with the most recent update occurring in 2006.

### **(B) TSM Strategies Are Considered Throughout the Planning Process**

As noted in Section III – D, all urban areas of 50,000 population or greater are required to develop and maintain a transportation plan as a component of the transportation planning process for the metropolitan area.

The 2030 Long Range Transportation Plan for the Bloomington/Monroe County MPO emphasizes system management/preservation of the existing multi-modal transportation network with enhanced connectivity for increased safety and operational efficiency. Transportation system management strategies are considered in all phases of project planning and development.

### **(C) The Transportation Plan Has Both Short-Range and Long-Range Elements and is Multi-Modal Based on Currently Held Valid Socioeconomic Data**

The 2030 Long Range Transportation plan for the Bloomington/Monroe County MPO has both short and long range elements that focus on multi-modal needs. Transportation needs identified in this plan are based on currently held and validated socioeconomic data.

## **TRANSPORTATION IMPROVEMENT PROGRAM**

### **(A) Adequacy of the Transportation Improvement Program Development Process**

Unified Planning Work Program end products are used as input for project identification, selection, prioritization and programming fund allocation. The projects identified in the Transportation Improvement Program are

Bloomington/Monroe County Metropolitan Planning Organization

prioritized by a process of coordination between the MPO staff and the implementing jurisdictions. Most, if not all, projects have been in the engineering stage or in some phase of development construction over multiple years. The Long Range Transportation Plan and the MPO's short-range transportation planning activities also provide a basis for refined prioritization.

**(B) Tradeoffs Between Long-Range and Short-Range Projects**

Projects are identified for inclusion in the Transportation Improvement Program through the process noted above. Any and all potential "tradeoffs" that occur between projects identified through short-range planning activities and long-range planning activities will be evaluated and determined through a cooperative process involving the affected jurisdiction(s) and the MPO committee structure.

**(C) Adequate TIP**

*Projects Consistent With the Planning Process:*

The annual Transportation Improvement Program incorporates projects that have been identified through a transportation planning process or from system management (pavement, bridge, safety) activities. Indiana Department of Transportation projects are identified through the INDOT planning process.

*Projects Initiated by Local Officials:*

Local jurisdiction projects are reviewed for planning support and prioritization recommendations by the MPO staff in consultation with the MPO committee structure. The final action(s) of the Policy Committee determines the final project prioritization reflected in the Transportation Improvement Program.

*Conforms with Joint Transportation Improvement Program Development Regulations:*

The process used by the Bloomington/Monroe County MPO for the Transportation Improvement Program is conducted in accordance with applicable federal guidelines.

*Conformance and Priority Criteria Being Met:*

All federal-aid projects are prioritized within appropriate funding categories and fund type (i.e. STP, MA, etc.). Transportation Enhancement and Safe Routes to Schools projects are prioritized at a statewide level.

**AIR QUALITY (TO THE EXTENT APPLICABLE UNDER STATE IMPLEMENTATION PLAN [SIP] REQUIREMENT, ATTAINMENT STATUS, ETC.)**

**(A) MPO Determination of TIP Conformance with SIP**

Not Applicable.

**(B) Evidence of Coordination Between State/Local Air Quality and Transportation Agencies**

Not Applicable.

**(C) Priority Given to TCMs as Called for in SIP**

Not Applicable.

**(D) Air quality Planning Tasks in the Work Program Advanced in Accordance With SIP**

Not Applicable.

**INDOT-MPO SELF-CERTIFICATION**

In accordance with 23 CFR 450.334, the Indiana Department of Transportation, and the Bloomington/Monroe County Metropolitan Planning Organization for the Bloomington urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 49 U.S.C. Section 5323(l), 23 U.S.C. 135, and 23 CFR Part 450.220;
- (2) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- (3) Section 1101(b) of the Transportation Equity Act for the 21<sup>st</sup> Century (Pub. L. 105-178) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR, Subtitle A, Part 26);
- (4) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U. S. DOT implementing regulation;
- (5) The provision of 49 CFR Part 20 regarding restrictions on influencing certain activities; and
- (6) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)).

***MPO DIRECTOR***


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 Joshua Desmond, AICP

---

 Date
***POLICY BOARD CHAIRPERSON***


---

 Kent McDaniel

---

 Date
***INDOT***


---

 Steve Smith

---

 Date

Bloomington/Monroe County Metropolitan Planning Organization

**MEMORANDUM**



**To:** MPO Citizens Advisory Committee & Technical Advisory Committee

**From:** Raymond Hess, AICP  
*Senior Transportation Planner*

**Date:** April 16, 2008

**Re:** Fiscal Year 2009-2012 Transportation Improvement Program

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**Background**

Proposed project listings for inclusion in the FY 2009-2012 Transportation Improvement Program (TIP) were distributed to the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) at their February and March meetings. These tables have been inserted into the draft FY 2009-2012 TIP document which is attached for further review.

The official public comment period begins on April 17, 2008. As outlined in the MPO's Public Participation Plan, the public comment period will last for a period of thirty days and end on May 16, 2008.

At the end of the public comment period a final version of the TIP will be drafted. The committees will have an opportunity to make final recommendations on this document at their May meetings before the anticipated adoption by the Policy Committee on June 13<sup>th</sup>.

**Changes**

The project tables have only minimally been modified since they were first distributed in February. The TIP document has been developed around these tables and includes an introduction, an explanation of the TIP development process, visualizations, and other explanations of tables and charts.

# **Transportation Improvement Program**

**Fiscal Years 2009 through 2012**

***Draft***

**April 16, 2008**



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## Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document used by the Bloomington/Monroe County Metropolitan Planning Organization (MPO) to program funding for transportation projects. Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the TIP must include at least four fiscal years, and is updated annually. The TIP includes the list of priority projects to be carried out in each of the four years indicated in the document. The TIP must be consistent with the *2030 Long Range Transportation Plan*, the *Transit Development Plan*, and other planning studies developed by the Bloomington/Monroe County MPO and its local stakeholders.

### ***Applicability***

The TIP is a multi-modal capital budgeting tool that specifies an implementation timetable, funding sources, and responsible agencies for transportation related projects. Projects come from any one of the following six implementing agencies (refer to page 51 for a map of the MPO's urbanized area boundary):

- The Indiana Department of Transportation\*
- Monroe County\*
- City of Bloomington
- Town of Ellettsville
- Bloomington Public Transportation Corporation (Bloomington Transit)
- Rural Transit\*
- Indiana University Campus Bus
- Monroe County Community School Corporation\*
- Richland-Bean Blossom Community School Corporation\*

*\*Note: These agencies service an area larger than the MPO's urbanized area and may have capital projects that use federal funding which are not reflected in this document.*

### ***Air Quality***

The MPO, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) must all determine that new, or amended, TIP documents conform with the State's Air Quality Plan's purpose of attaining the National Ambient Air Quality Standards (NAAQS). The only exception is for amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency's (EPA) conformity regulation. The Bloomington/Monroe County MPO is exempt from the air quality requirements because it has not been designated as a non-attainment area.

### ***Fiscal Constraint***

The TIP must be financially constrained by year and include only those projects for which funding has been identified - using current, or reasonably available, revenue sources. The financial plan in the TIP is developed by the MPO in cooperation with the State of Indiana and area transit operators. In order to enable the MPO to conduct adequate financial planning, both the state and transit operators provide the MPO with information early in the TIP development process. The information provided by these groups concerns the likely amount of Federal and State funding available to the MPO.

### ***Year of Implementation Dollars***

SAFETEA-LU mandates that the TIP reflect project costs in year of implementation dollars. By doing so, projects should anticipate less unforeseen cost over-runs which could jeopardize project implementation. Consequently, a four percent (4%) inflation factor was applied to all phases of all local projects identified in the TIP (FY 2009 was used as the base year). This inflation rate was agreed upon by local project implementing agencies.

### ***Amendment Process***

The TIP may be modified at any time, provided that appropriate public involvement occurs. However, minor TIP amendments may, unless specifically required by the MPO's Public Participation Plan, be made without public involvement. Additionally, projects may be advanced from future years to current years, without a TIP amendment so long as each year of the TIP cycle remains fiscally constrained. The TIP must be approved by the MPO and the Governor of the State of Indiana. A conformity determination must also be made by the FHWA and the FTA. Once approved, the TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP should be compatible with that of the STIP.

***Project Selection***

Projects listed in the TIP typically originate in the Long Range Transportation Plan (LRTP) developed by the MPO in cooperation with the respective implementing agencies involved in the planning process. These implementing agencies then carry out the transportation plan's specific elements in the TIP. As a result, the TIP serves as a strategic management tool that accomplishes the objectives of the MPO transportation plan.

Project prioritization is an important element of the TIP, especially since the demand for Federal-aid transportation projects usually exceeds the level of Federal funds available for use. State highway projects in the TIP have been prioritized by the Indiana Department of Transportation. Local Federal-aid highway improvement projects programmed by the City of Bloomington, Monroe County and the Town of Ellettsville have been prioritized according to resource availability. Highway improvement projects in the MPO's urbanized area may be prioritized based on the following general hierarchy:

1. Unfunded capital projects that have been programmed and are ready for contract letting;
2. Capital projects programmed for construction that will be ready for contract letting in the immediate future;
3. Projects involving traffic operation or system management improvements;
4. Projects programmed for right-of-way acquisition, and
5. Projects programmed for preliminary engineering and/or advanced studies.

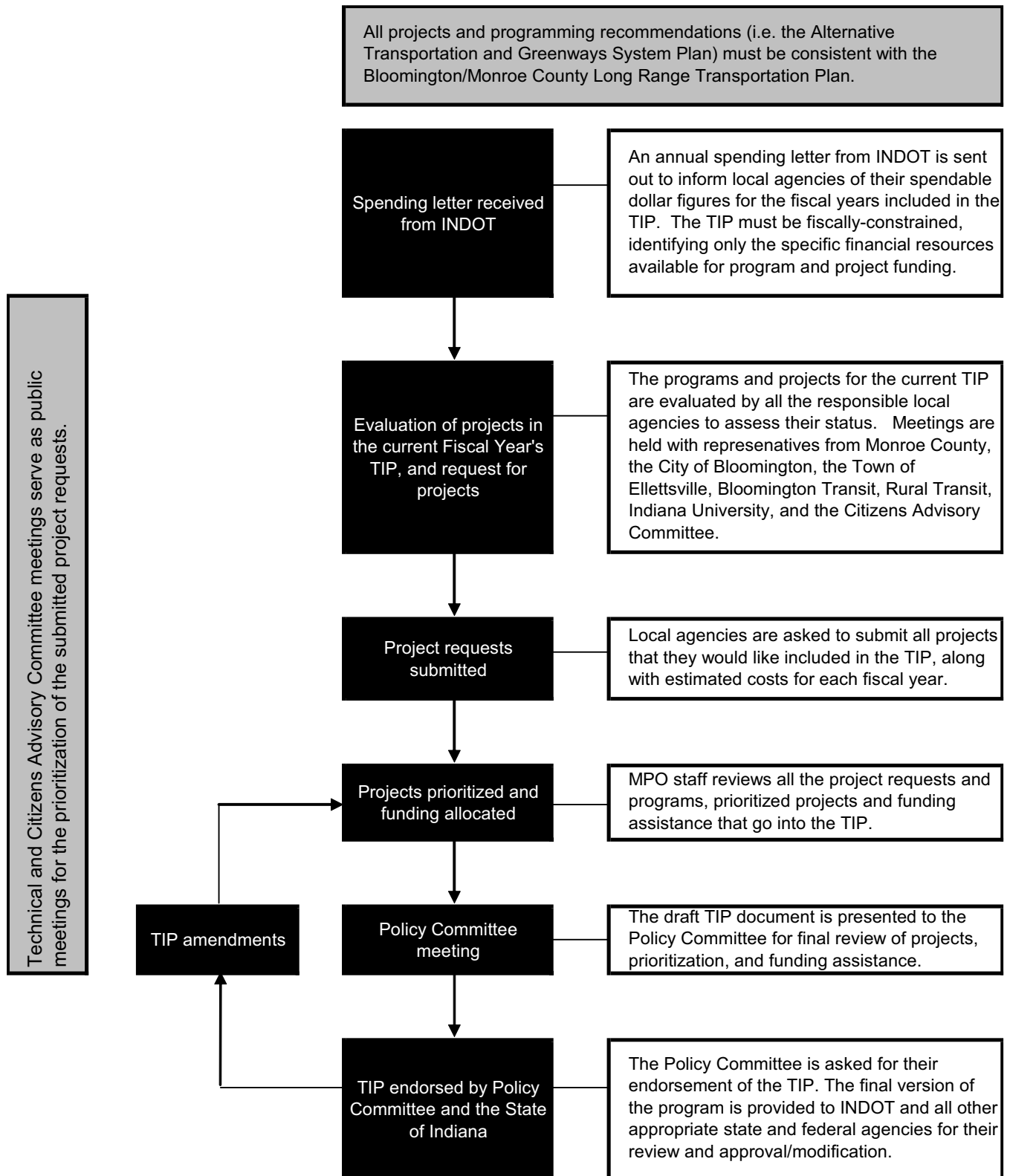
Projects initiated locally are jointly prioritized according to the type of activity scheduled in the TIP and the Federal funding category. The process of prioritizing projects is also influenced by state and local policy-level decision making and the availability of Federal, state, and local funds. Wherever possible, technical and non-technical factors are jointly used to identify projects which have the greatest need for implementation.

***FY 2009-2012 TIP Development Timeline***

The following list provides a chronology of events and meetings that have taken place in development of this document:

<u>Date</u>	<u>Description</u>
12/13/2007	Meeting with LPAs to discuss potential projects
2/5/2008	Follow-up meeting with LPAs to review potential projects and revenue estimates
2/22/2008	Draft TIP project listing first presented to the Technical Advisory Committee
2/27/2008	Draft TIP project listing first presented to the Citizens Advisory Committee
3/7/2008	Draft TIP project listing first presented to the Policy Committee
3/26/2008	Draft TIP project listing consideration by the Citizens Advisory Committee
3/28/2008	Draft TIP project listing consideration by the Technical Advisory Committee
4/17-5/16/2008	30 Day public review period (legal notice 4/17/08)
4/23/2008 (anticipated)	Draft TIP document reviewed by the Citizens Advisory Committee
4/25/2008 (anticipated)	Draft TIP document reviewed by the Technical Advisory Committee
5/9/2008 (anticipated)	Draft TIP document reviewed by the Policy Committee
5/23/2008 (anticipated)	Final draft TIP document review/recommendation by the Technical Advisory Committee
5/28/2008 (anticipated)	Final draft TIP document review/recommendation by the Citizens Advisory Committee
6/13/2008 (anticipated)	Final TIP document review/adoption by the Policy Committee

## TIP Development Process



## Annual Listing of Projects

SAFETEA-LU requires Metropolitan Planning Organizations to prepare an annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year. The listing shall be published or otherwise made available by the cooperative effort of the State, transit operators, and the Metropolitan Planning Organization for public review. The listing shall be consistent with the funding categories identified in each Transportation Improvement Program (TIP). This requirement has been revised by the SAFETEA-LU, 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B).

An obligation could be defined as the federal government's legal commitment to pay the federal share of a project's cost. An obligated project is one that has been authorized by a federal agency, such as the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Obligated projects are not necessarily initiated or completed in the programmed year and the amount of the obligation may not necessarily equal the total cost of the project. For FTA projects, obligation occurs when the FTA grant is awarded. For FHWA projects, obligation occurs when a project agreement is executed and the state/grantee requests that the funds be obligated.

The following table provides information on transportation projects in the Bloomington/Monroe County Metropolitan Planning Organization's Urbanized Area which have obligated the spending of federal funds. The information provided below is consistent with project listings of the FY 2007-2009 TIP. The list provides information on the amount of funds programmed in the TIP, the amount of funds obligated during the past fiscal year(s) and the amount of funds remaining and available for use in subsequent years.

Fiscal Year 2008 Listing of Obligated Projects							
LPA	2008 Projects	Brief Description	Phase	Federal Program	Programmed Federal Funding	Obligated Federal Funding	Remaining Funds
BL	Rogers Street & Country Club Drive	Intersection modernization with a new traffic signal, turn lanes, sidewalk/sidepath, roadway widening and stormwater drainage improvements	CON	STP	\$ 2,007,948	To be determined	To be determined *
BL	West 3rd Street	Road reconstruction, channelized intersections, drainage improvements, sidewalks/sidepaths, landscaping and signalization	ROW	TEA-21	\$ 1,586,767	\$206,968	\$ 1,379,799 *
BL	B-Line Trail	Site acquisition and construction of a downtown multi-use trail for non-motorized use, including site amenities, landscaping, and plaza space. (~.68 miles long)	CON	TE	\$ 2,820,000	\$ 2,820,000	\$ - *
BL	17th Street & Fee Lane	Intersection modernization with new sidepath, signalization upgrade, turn lanes, and sight distance correction.	CON	HES	\$694,386	To be determined	To be determined *
MC	Vernal Pike Phase I	Road reconstruction and safety improvements from Hartstrait Rd to Curry Pike including pavement, curb & gutter, sidewalk, drainage, and bridge widening	CON	STP	\$6,565,120	\$ 4,496,074	\$2,069,046 *
MC	Bridge #78	Bridge reconstruction at Rogers St. and Clear Creek	CON	STP	\$890,496	\$ 829,693	\$60,803 *
MC	Bridge #902	Bridge reconstruction at 1st St. and Walnut St.	CON	STP	\$3,220,000	\$ 2,931,887	\$ 288,113 *
MCCSC	MCCSC Bike/ped Education	Biking and walking campaign at Batchelor Middle School; walking school bus fro Summit Elementary; International Walk to School Day activities; & bicycle rodeos.	n/a	SRTS	\$ 53,500	\$ 53,500	\$ - *
RBBCSC	RBBCSC Bike/ped Education	Biking and walking campaign at Edgewood campus including bicycle rodeos and walking school bus program	n/a	SRTS	\$ 23,000	\$ 23,000	\$ - *

\*These projects are not necessarily completed yet and may need a portion of or all remaining funds.

<b>Fiscal Year 2008 Listing of Obligated Projects (Continued)</b>							
<b>LPA</b>	<b>2008 Projects</b>	<b>Brief Description</b>	<b>Phase</b>	<b>Federal Program</b>	<b>Programmed Federal Funding</b>	<b>Obligated Federal Funding</b>	<b>Remaining Funds</b>
BT	Operational Assistance	Federal, State and Local Assistance for the operation of BT's fixed route & Access Service.	n/a	FTA 5307	\$ 900,000	\$ 900,000	\$ -
BT	Passenger Shelters	Purchase of passenger shelters for BT stops	n/a	FTA 5307	\$ 20,000	\$ 20,000	\$ -
BT	Security Cameras	Security camera system for facilities	n/a	FTA 5307	\$ 40,000	\$ 40,000	\$ -
BT	Paratransit Scheduling System	Purchase of new paratransit scheduling system	n/a	FTA 5307	\$ 60,000	\$ 60,000	\$ -
BT	Maintenance	Capitalize the purchase of engine/transmission rebuilds & tires	n/a	FTA 5307	\$ 59,488	\$ 59,488	\$ -
BT	Administrative Vehicles	Purchase supervisory vehicle and handicapped accessible van.	n/a	FTA 5307	\$ 32,000	\$ 32,000	\$ -
BT	Cleaning Equipment	Replace bus cleaning equipment and upgrade wash bay heat, heat retention, drainage and lighting	n/a	FTA 5307	\$ 320,000	\$ 320,000	\$ -
RT	Operating Budget	Operating budget assistance	n/a	FTA 5311	\$ 450,000	\$ 450,000	\$ -
RT	Capital Budget	Capital budget assistance. Replace 2 diesel buses and radio equipment	n/a	FTA 5311	\$ 110,000	\$ 110,000	\$ -
<b>TOTAL</b>					<b>\$ 19,852,705</b>	<b>\$ 13,352,610</b>	<b>\$ 3,797,761</b>

## Local Revenue & Expenditure Summary

In order to remain fiscally constrained, the Transportation Improvement Program must balance estimated project expenditures with expected funding revenues. In addition, each particular source of funding must be used in a manner consistent with its designated purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of the MPO stakeholders. The Fiscal Year used for the purposes of the TIP begins on July 1 and ends on June 30. Thus, Fiscal Year 2009 begins on July 1, 2008 and ends on June 30, 2009.

The tables in this section summarize the projected local revenues and expenditures for Fiscal Years 2009 through 2012. They do not include programmed funds or projects for the State of Indiana, as these are subject to statewide financial constraints beyond the purview of the MPO. Non-local revenue forecasts are based on past receipts, projections from the FHWA, FTA, and INDOT, anticipated Federal spending authorization levels, and consultations with appropriate Federal and state funding agencies. Local funding forecasts are derived from a similar methodology and through extensive coordination with local agencies. Project expenditures are based on realistic cost estimates provided by the implementing agency for each project.

### Projected Revenues for Local Projects

The table below summarizes the projected funding available, by funding source, for programming in the FY 2009-2012 TIP. The STP line highlights estimated spending authority available through FY 2012 from the SAFETEA-LU transportation bill. The TEA-21 line shows spending authority that was carried over from the previous transportation bill through special TIP amendments. This table does not include Federal revenues that may be added through special Congressional earmarks in the future. Any project utilizing such funds has been marked as "Illustrative" and is not counted in the fiscal constraint analysis.

#### Revenues

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
TEA-21	\$ 1,646,767	\$ -	\$ -	\$ -	\$ 1,646,767
STP	\$ 3,684,739	\$ 2,720,869	\$ 2,720,869	\$ 2,720,869	\$ 11,847,346
State	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
TE	\$ 669,610	\$ 1,000,000	\$ -	\$ -	\$ 1,669,610
SRTS	\$ 635,000	\$ -	\$ -	\$ -	\$ 635,000
HSIP/HES	\$ 729,951	\$ 175,951	\$ 175,951	\$ 175,951	\$ 1,257,804
Bridge	\$ -	\$ 103,680	\$ -	\$ 57,024	\$ 160,704
FTA 5307/09	\$ 7,085,360	\$ 2,512,774	\$ 1,452,293	\$ 1,524,148	\$ 12,574,575
FTA 5310	\$ 160,000	\$ -	\$ -	\$ -	\$ 160,000
FTA 5311	\$ 661,020	\$ 676,000	\$ 697,600	\$ 739,200	\$ 2,773,820
FTA 5316	\$ 308,000	\$ 216,320	\$ 224,973	\$ 233,972	\$ 983,265
FTA 5317	\$ 126,000	\$ 27,040	\$ 28,122	\$ 29,246	\$ 210,408
PMTF	\$ 2,052,272	\$ 2,134,363	\$ 2,219,737	\$ 2,308,527	\$ 8,714,899
Farebox	\$ 1,185,600	\$ 1,233,024	\$ 1,282,345	\$ 1,333,639	\$ 5,034,608
Local	\$ 11,665,396	\$ 6,986,903	\$ 9,434,072	\$ 4,458,719	\$ 32,545,089
<b>TOTAL</b>	<b>\$ 30,809,715</b>	<b>\$ 17,786,924</b>	<b>\$ 18,235,962</b>	<b>\$ 13,581,294</b>	<b>\$ 80,413,895</b>

### **Programmed Expenditures for Local Projects**

The table below summarizes the programmed local expenditures, by funding source, for projects in the FY 2009-2012 TIP. The available STP funding has been programmed to ensure a 5% reserve to cover project cost overruns. Any usage of funds from this reserve will be subject to the MPO's Change Order Policy. The TEA-21 funding carried over from the previous transportation bill has been fully programmed and will remain assigned to the projects it was allocated to at the end of that funding cycle.

#### **Expenditures**

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
TEA-21	\$ 1,646,767	\$ -	\$ -	\$ -	\$ 1,646,767
STP	\$ 3,653,315	\$ 2,676,464	\$ 2,663,043	\$ 2,636,043	\$ 11,628,867
State	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
TE	\$ 669,610	\$ 1,000,000	\$ -	\$ -	\$ 1,669,610
SRTS	\$ 635,000	\$ -	\$ -	\$ -	\$ 635,000
HSIP/HES	\$ 554,000	\$ -	\$ -	\$ -	\$ 554,000
Bridge	\$ -	\$ 103,680	\$ -	\$ 57,024	\$ 160,704
FTA 5307/09	\$ 7,085,360	\$ 2,512,774	\$ 1,452,293	\$ 1,524,148	\$ 12,574,575
FTA 5310	\$ 160,000	\$ -	\$ -	\$ -	\$ 160,000
FTA 5311	\$ 661,020	\$ 676,000	\$ 697,600	\$ 739,200	\$ 2,773,820
FTA 5316	\$ 308,000	\$ 216,320	\$ 224,973	\$ 233,972	\$ 983,265
FTA 5317	\$ 126,000	\$ 27,040	\$ 28,122	\$ 29,246	\$ 210,408
PMTF	\$ 2,052,272	\$ 2,134,363	\$ 2,219,737	\$ 2,308,527	\$ 8,714,899
Farebox	\$ 1,185,600	\$ 1,233,024	\$ 1,282,345	\$ 1,333,639	\$ 5,034,608
Local	\$ 11,665,396	\$ 6,986,903	\$ 9,434,072	\$ 4,458,719	\$ 32,545,089
<b>TOTAL</b>	<b>\$ 30,602,340</b>	<b>\$ 17,566,569</b>	<b>\$ 18,002,185</b>	<b>\$ 13,320,517</b>	<b>\$ 79,491,612</b>

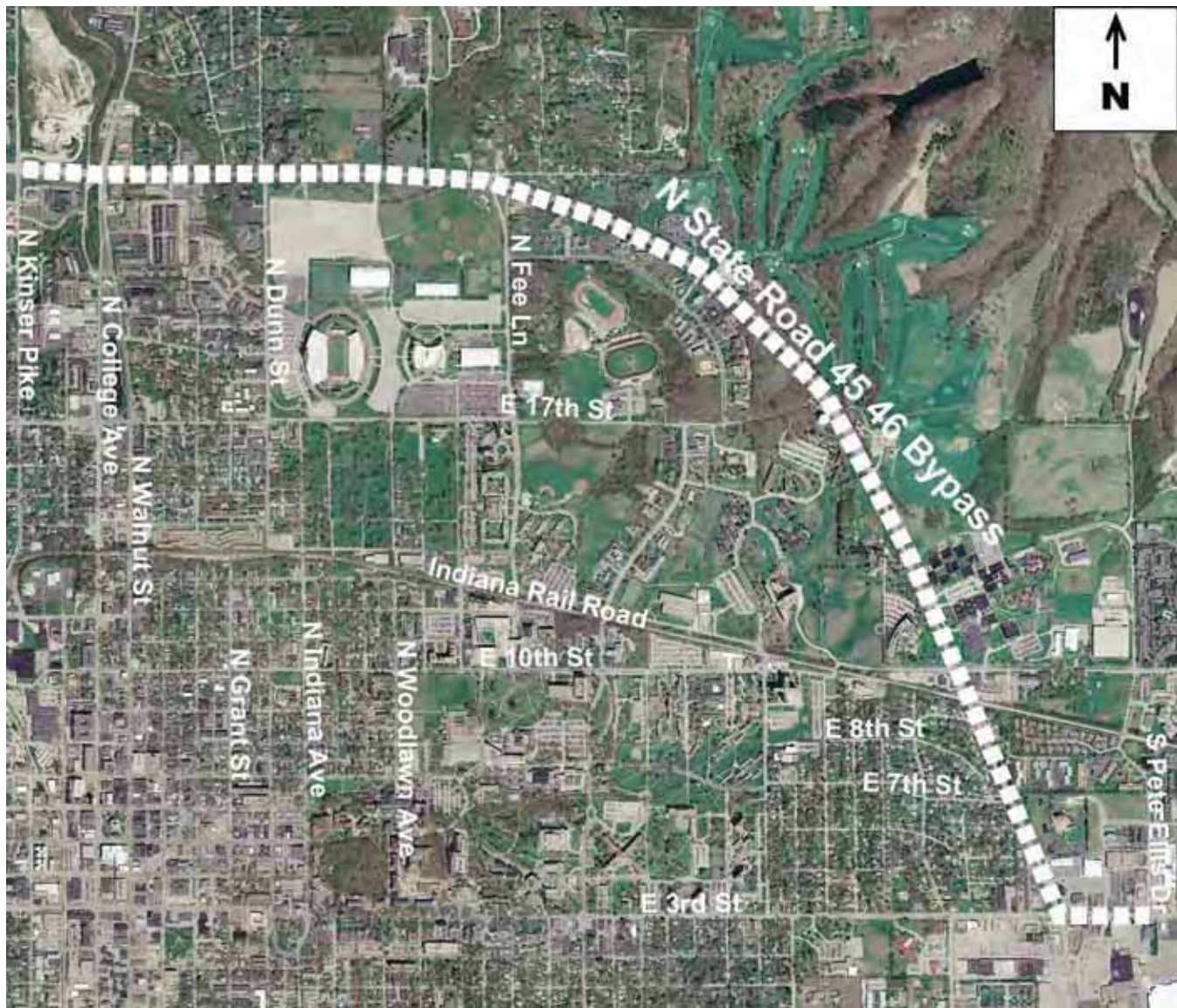
### **Programmed Projects**

The following tables provide a description of each project programmed in the Transportation Improvement Program for fiscal years 2009 to 2012. The tables are organized by implementing entity in the following order: Indiana Department of Transportation, Monroe County, City of Bloomington, Town of Ellettsville, Rural Transit, Bloomington Transit, and Indiana University Campus Transit. At the end of each agency's section is a summary of programmed expenditures by funding source for each fiscal year.

Additionally, each project which involves an identifiable location is also accompanied by a visualization of the approximate project boundaries. The dashed white lines provide an estimation of project location based on best available information available at the time this document was developed. These graphics are provided for the sake of reference only and should not be interpreted as exact delineations of project alignment.

## Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> State Road 45/46 Bypass	PE	STP State				
<b>Location:</b> Kinser Pike to Pete Ellis Dr.						
<b>Description:</b> Added travel lanes, including 2 bridges, signals, sidepaths, pedestrian underpass. DES. #'s: 0300585, 0600811, 9010075, 9611470, (~2.80 miles)	ROW	STP State				
<b>DES#:</b> (see Description above)	CON	STP State	\$ 24,722,651			
<b>Support:</b> Expansion/Major Improvements						
<b>Allied Projects:</b> State Road 45 projects		<b>TOTAL</b>	\$ 24,722,651	\$ -	\$ -	



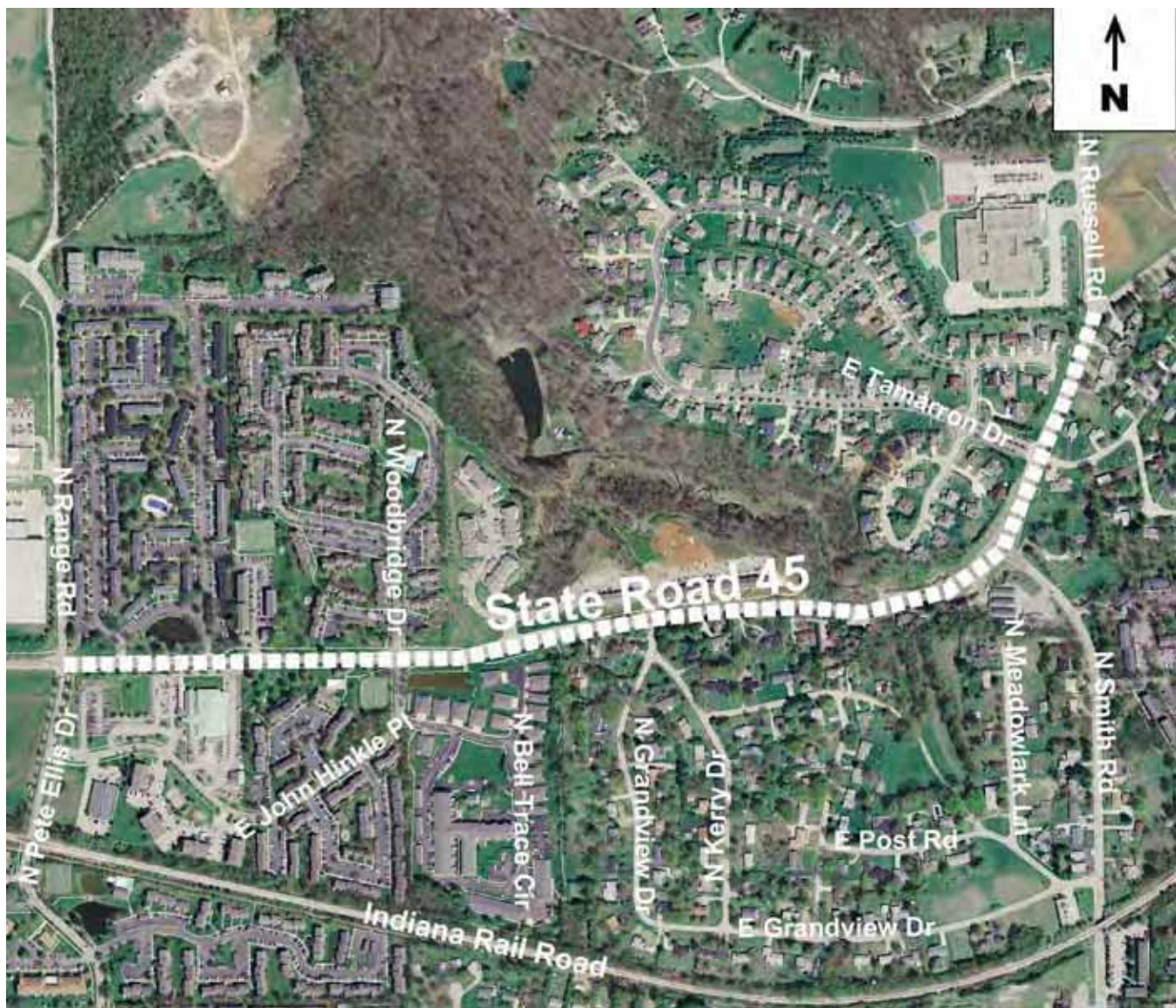
## Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> State Road 45	PE					
<b>Location:</b> 0.1 miles east of SR 45/46 Bypass to 0.1 miles east of Pete Ellis Drive						
<b>Description:</b> Added travel lanes, traffic signals (~.30 miles long)	ROW	STP	\$ 1,040,000			
		State	\$ 260,000			
<b>DES#:</b> 8824615, 947897A	CON	STP				
<b>Support:</b> Non-Interstate Preservation Program		State	\$ 2,139,159			
<b>Allied Projects:</b> State Road 45/46 Bypass, State Road 45		<b>TOTAL</b>	\$ 3,439,159	\$ -	\$ -	



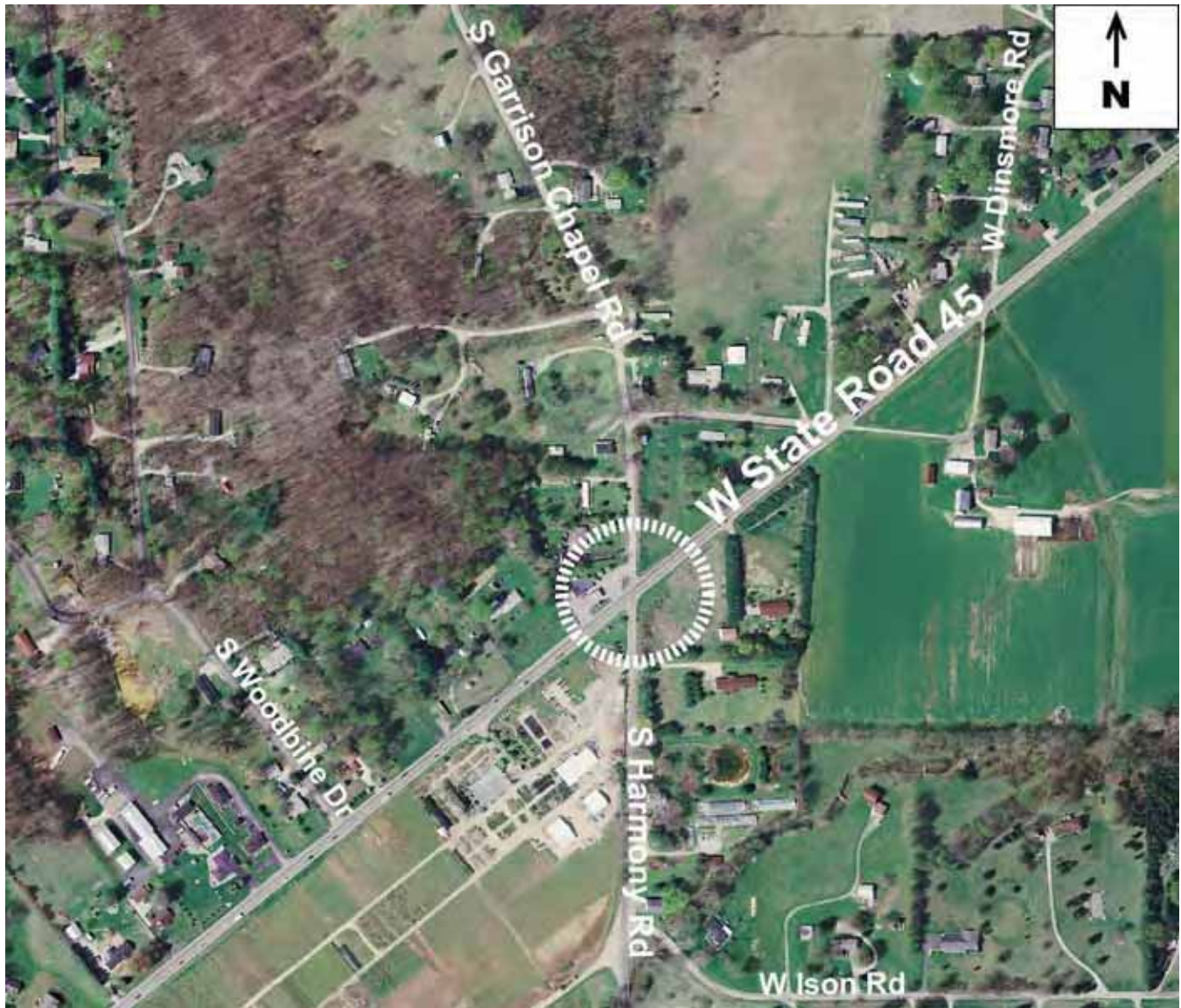
## Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> State Road 45	PE	STP	\$ 280,000			
<b>Location:</b> Pete Ellis Drive to Russell Road		State	\$ 70,000			
<b>Description:</b> Road reconstruction, widening up to 3 lanes with intersection improvements, signals as warranted, sidewalk/sidepaths, concrete curb & gutter, drainage and landscaping. (~.88 miles long)	ROW	STP	\$ 400,000			
		State	\$ 100,000			
<b>DES#:</b> 9902910	CON	STP		\$ 3,834,482		
<b>Support:</b> Safety		State		\$ 958,620	\$ 4,993,102	
<b>Allied Projects:</b> State Road 45/46 Bypass	<b>TOTAL</b>		\$ 850,000	\$ 4,793,102	\$ 4,993,102	



## Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> State Road 45		PE	STP State	\$ 96,800		
<b>Location:</b> Intersection of State Road 45 and Garrison Chapel Rd.			\$ 24,200			
<b>Description:</b> Intersection improvement with added turn lanes	ROW	STP State		\$ 88,000		
				\$ 22,000		
<b>DES#:</b> 0710011		CON	STP State			\$ 973,322
<b>Support:</b> Non-Interstate Preservation						\$ 243,331
<b>Allied Projects:</b> n/a		<b>TOTAL</b>	\$ 121,000	\$ 110,000	\$ -	\$ 1,216,653



## Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> State Road 45	PE	STP State	\$ 4,000			
<b>Location:</b> Intersections of SR 45 and Libery Dr./Hickory Leaf Dr.		State	\$ 1,000			
<b>Description:</b> Intersection improvement with added turn lanes	ROW	STP State			\$ 1,600	
		State			\$ 400	
<b>DES#:</b> 0400392	CON	STP State				\$ 60,000
<b>Support:</b> Non-Interstate Preservation		State				\$ 15,000
<b>Allied Projects:</b> n/a		<b>TOTAL</b>	\$ 5,000	\$ -	\$ 2,000	\$ 75,000



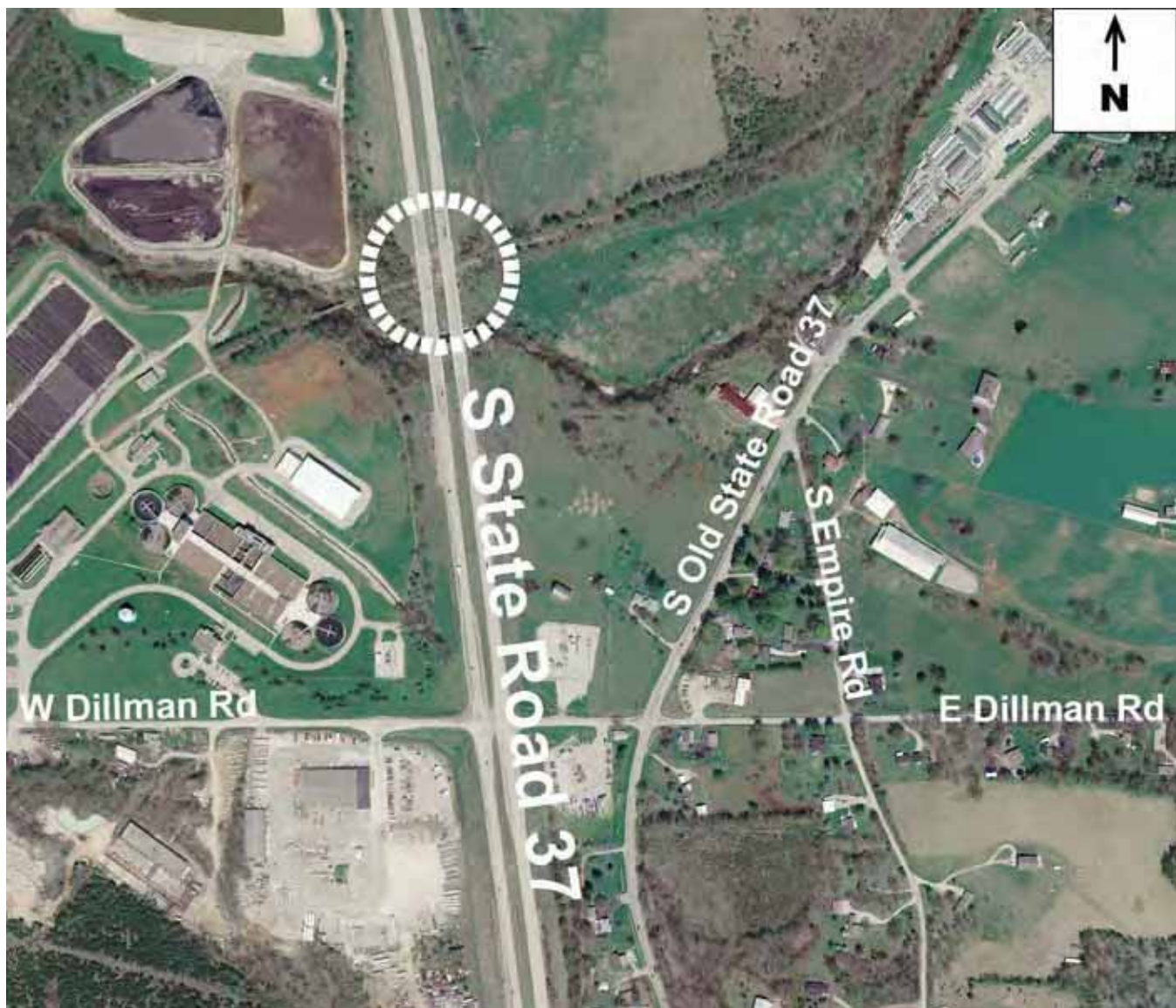
## Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> State Road 46	PE	STP State				
<b>Location:</b> Intersection of SR 46 and Smith Road						
<b>Description:</b> Intersection improvements	ROW	STP State		\$ 40,000		
				\$ 10,000		
<b>DES#:</b> 0100773	CON	STP State				\$ 224,000
<b>Support:</b> Safety Improvements						\$ 56,000
<b>Allied Projects:</b> n/a	<b>TOTAL</b>		\$ -	\$ 50,000	\$ -	\$ 280,000



## Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> State Road 37	PE	STP State				
<b>Location:</b> NB/SB bridges over railroad, 3.65 mile south of SR 45						
<b>Description:</b> Bridge rehabilitation	ROW	STP State				
<b>DES#:</b> 0400322, 0400324					\$ 1,050,400	
<b>Support:</b> Bridge Preservation	CON	State			\$ 262,600	
<b>Allied Projects:</b> n/a	<b>TOTAL</b>		\$ -	\$ -	\$ 1,313,000	



## Programmed Projects: State of Indiana

State of Indiana Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> State Road 48						
<b>Location:</b> State Road 37 to 2/4 lane transition west of Curry Pike	PE					
<b>Description:</b> Pavement rehabilitation (~.60 miles long)	ROW					
<b>DES#:</b> 0600605	CON	STP State		\$ 412,000 \$ 103,000		
<b>Support:</b> Non-Interstate Preservation						
<b>Allied Projects:</b> n/a	<b>TOTAL</b>		\$ -	\$ 515,000	\$ -	



**Programmed Projects: State of Indiana**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
NHS	\$ -	\$ -		\$ -	\$ -
STP	\$ 1,820,800	\$ 4,374,482	\$ 1,052,000	\$ 1,257,322	\$ 7,247,282
TE	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ 27,317,010	\$ 1,093,620	\$ 5,256,102	\$ 299,331	\$ 314,331
Local	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 29,137,810</b>	<b>\$ 5,468,102</b>	<b>\$ 6,308,102</b>	<b>\$ 1,556,653</b>	<b>\$ 7,561,613</b>

## Programmed Projects: Monroe County

Monroe County Projects	Funding Source	Fiscal Year			
		2008	2009	2010	2011
<b>Project:</b> Rogers Road & Smith Road	PE				
<b>Location:</b> Intersection of Rogers Road and Smith Road					
<b>Description:</b> Curve realignment and reconstruction.	ROW				
<b>DES#:</b> 0600173	CON	HES \$ 554,000			
<b>Support:</b> LRTP		STP \$ 56,132			
		Local \$ 103,568			
<b>Allied Projects:</b> n/a	<b>TOTAL</b>	\$ 713,700	\$ -	\$ -	\$ -



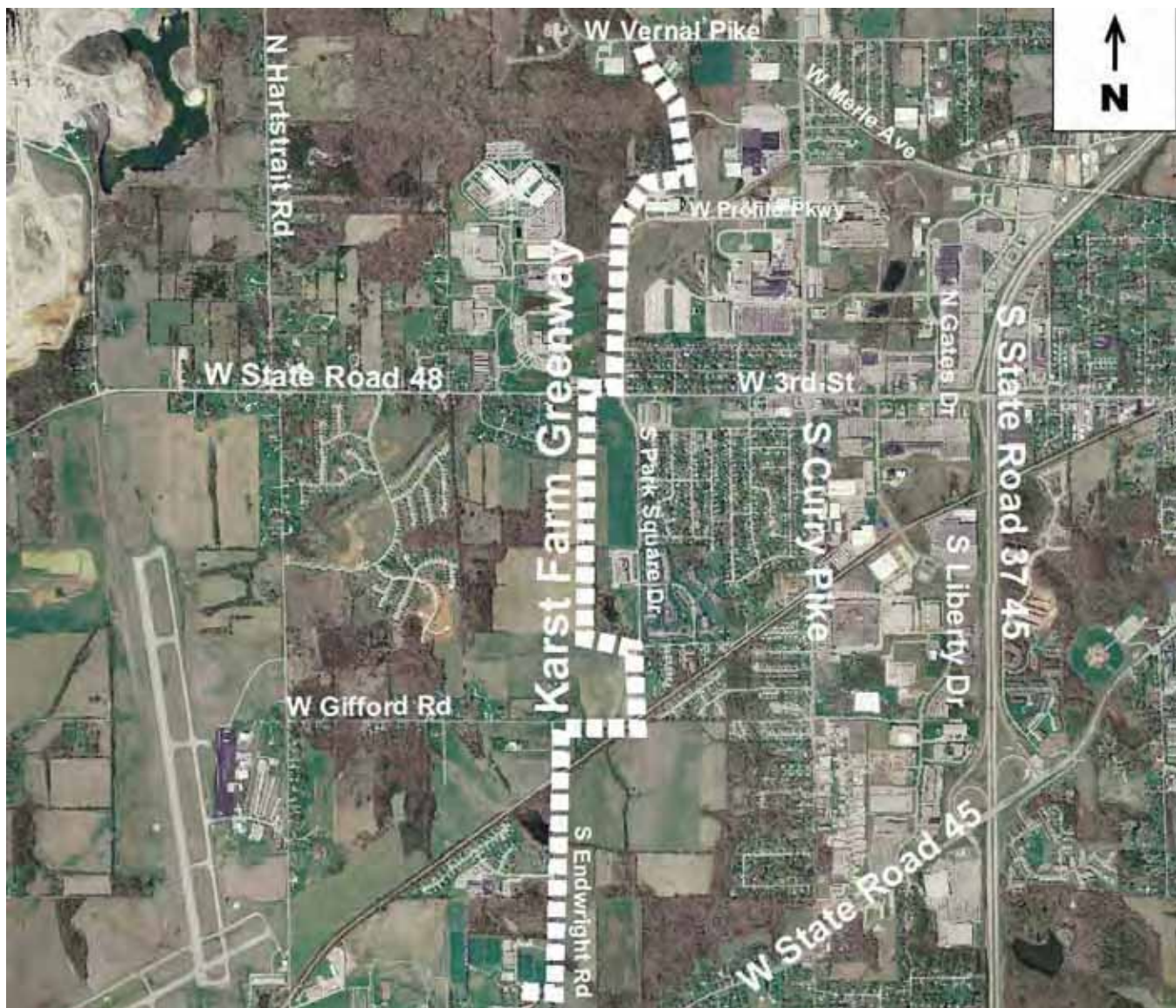
## Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Vernal Pike (Phase II)	PE	Local				
<b>Location:</b> Curry Pike to Woodyard Road						
<b>Description:</b> Road reconstruction & safety improvements, including bituminous pavement, curb & gutter, sidewalk and drainage appurtenances. (~1.03 miles long)	ROW	Local				
<b>DES#:</b> 9485590	CON	STP	\$ 3,461,140			
<b>Support:</b> LRTP		Local	\$ 3,452,785			
<b>Allied Projects:</b> Vernal Pike (Phase I), Curry Pike	<b>TOTAL</b>		\$ 6,913,925	\$ -	\$ -	\$ -



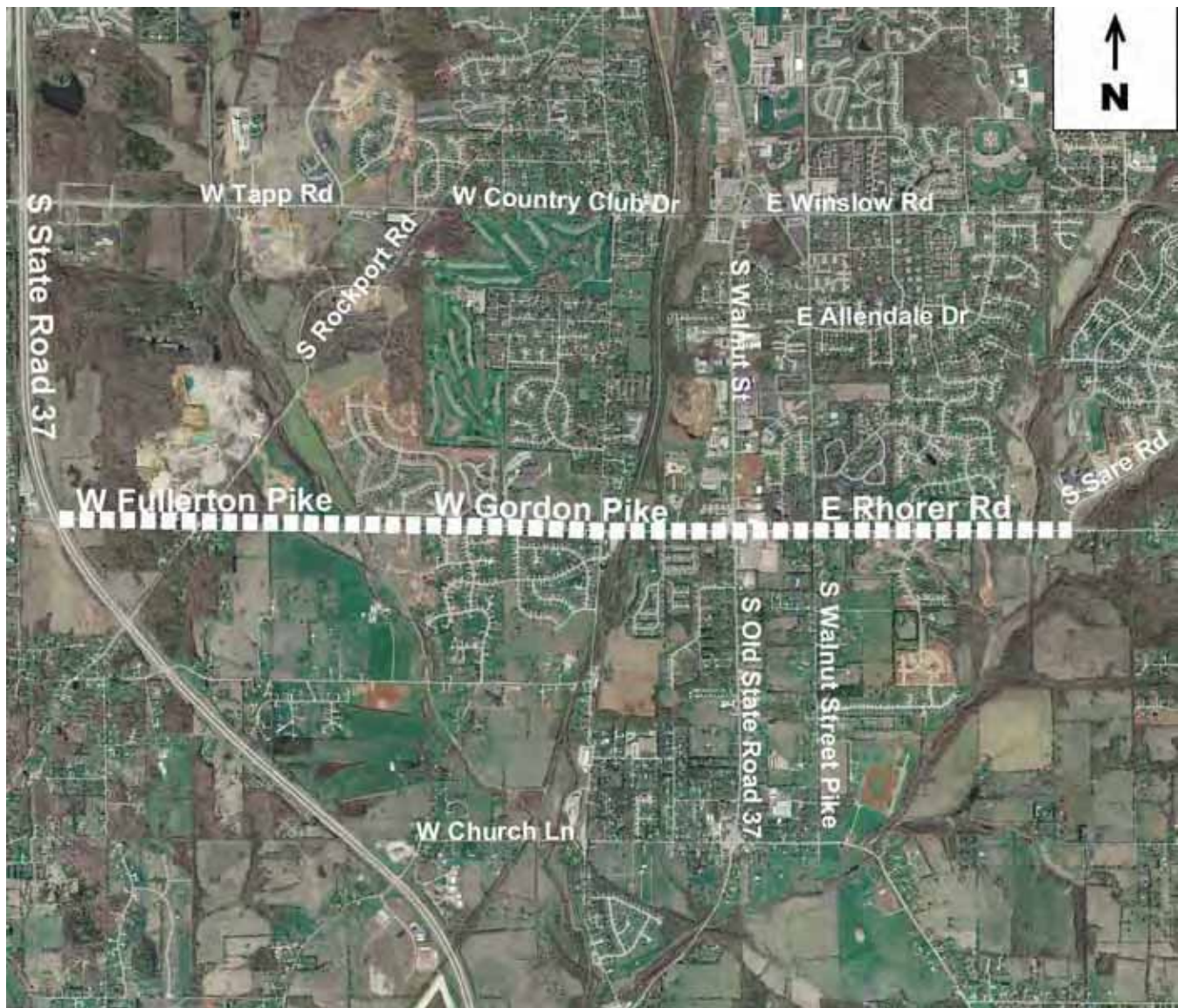
## Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Karst Farm Greenway (Phase I)	PE	Local				
<b>Location:</b> South of Vernal Pike to Karst Farm Park						
<b>Description:</b> Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long)	ROW	Local	\$ 240,000			
<b>DES#:</b> 0600370	CON	TE		\$ 1,000,000		
<b>Support:</b> LRTP, MCATGSP, BATGSP, ERCP		Local		\$ 257,000		
<b>Allied Projects:</b> Ellettsville-Stinesville Trail, B-Line Trail	<b>TOTAL</b>		\$ 240,000	\$ 1,257,000	\$ -	\$ -



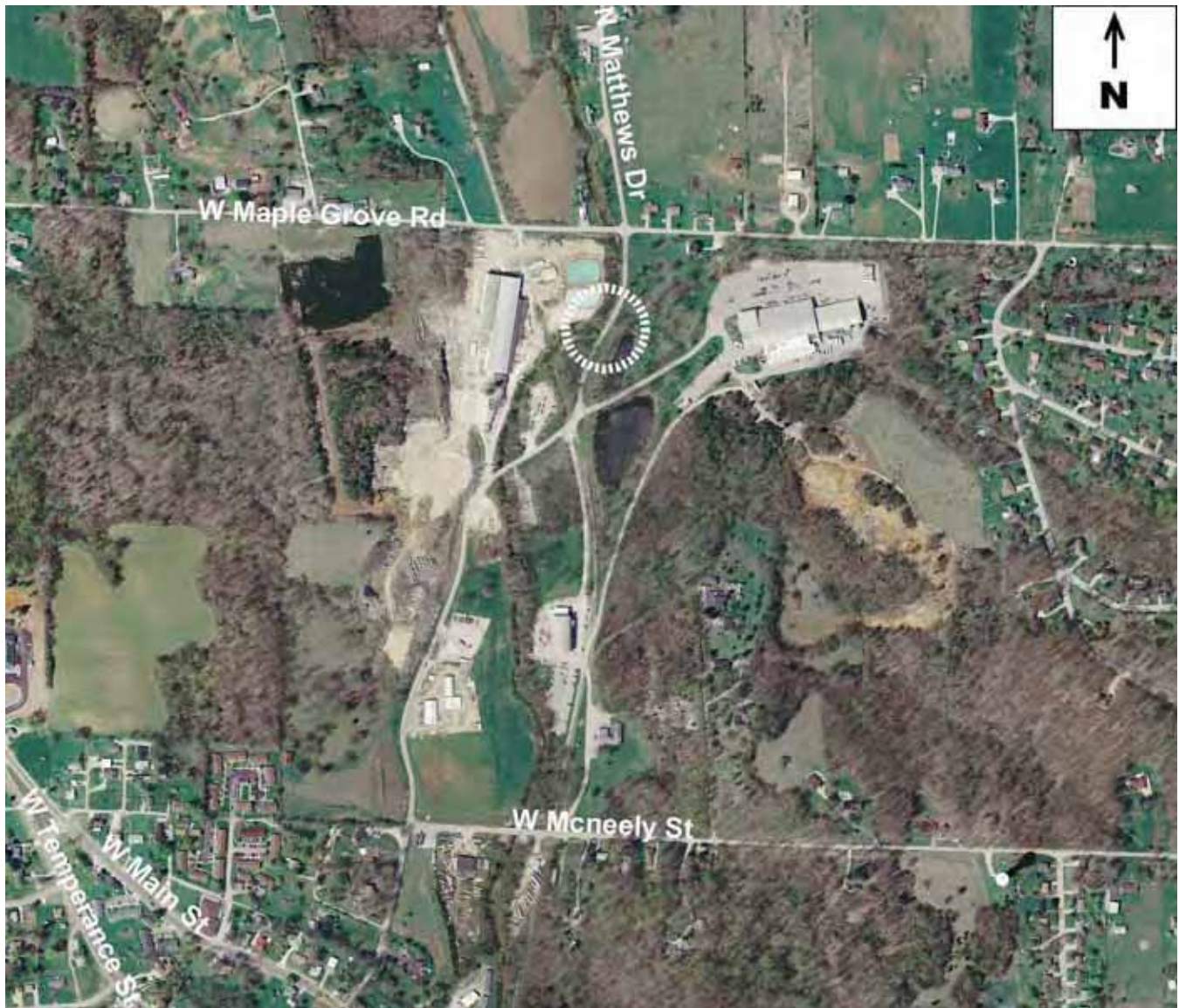
## Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Fullerton Pike/Gordon Pike/Rhorer Rd.	PE	Local	\$ 550,000	\$ 550,000	\$ 550,000	\$ 108,000
<b>Location:</b> SR 37 to Sare Road						
<b>Description:</b> Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. (~3.21 miles long)	ROW	Local				\$ 550,000
<b>DES#:</b> To be assigned	CON					
<b>Support:</b> GPP, LRTP						
<b>Allied Projects:</b> SR 37/I-69, Sare Road		<b>TOTAL</b>	\$ 550,000	\$ 550,000	\$ 550,000	\$ 658,000



## Programmed Projects: Monroe County

Monroe County Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Mt. Tabor Road Bridge #33	PE	Local	\$ 50,000	\$ 50,000	\$ 50,000	\$ 25,000
<b>Location:</b> Over Jack's Defeat Creek, between McNeely Street & Maple Grove Road						
<b>Description:</b> Bridge replacement		Local				\$ 25,000
<b>DES#:</b> To be assigned	CON					
<b>Support:</b> Bridge Inventory & Safety Inspection, LRTP						
<b>Allied Projects:</b>		<b>TOTAL</b>	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000



## Programmed Projects: Monroe County

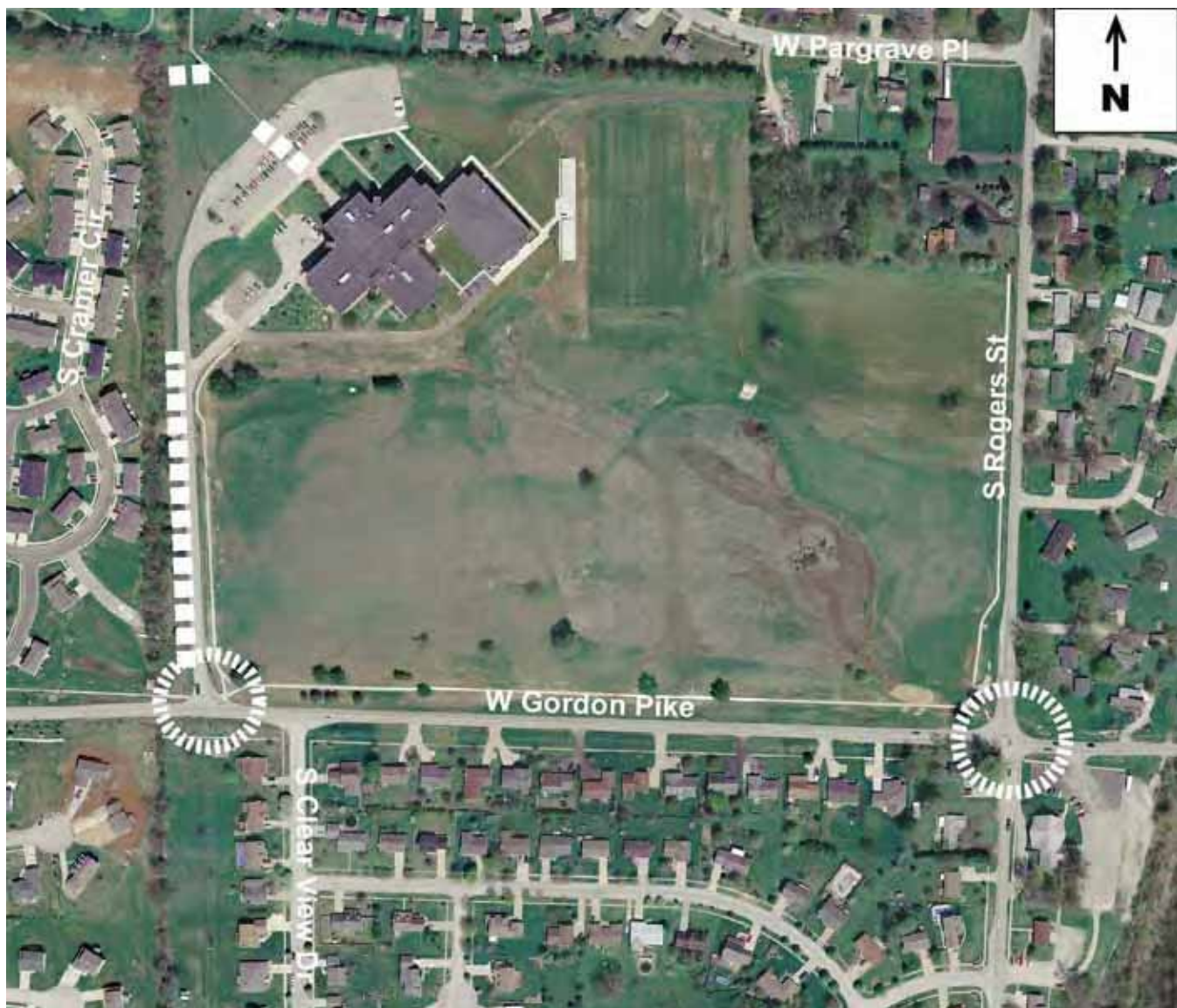
Monroe County Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Bridge Inventory (Phases I & II)	PE	Local BR		\$ 25,920		\$ 14,256
<b>Location:</b> Throughout Monroe County				\$ 103,680		\$ 57,024
<b>Description:</b> Reinspection of all 137 structures over 20 feet in span length in accordance with the National Bridge Inspection Standards established by the Federal Highway Administration.	ROW					
<b>DES#:</b> Project No. BR-NBIS	CON					
<b>Support:</b> LRTP						
<b>Allied Projects:</b> n/a		<b>TOTAL</b>	\$ -	\$ 129,600	\$ -	\$ 71,280

## Programmed Projects: Monroe County Community School Corporation

Monroe County Community School Corporation Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> MCCSC Bike/Ped Education		SRTS				
<b>Location:</b> Various MCCSC & RBBCSC schools						
<b>Description:</b> Biking and walking campaigns at MCCSC and RBBCSC Schools; walking school bus; International Walk to School Day activities; & bicycle rodeos			\$ 75,000			
<b>DES#:</b> 0800012						
<b>Support:</b> MCATGSP						
<b>Allied Projects:</b> MCCSC Batchelor Middle School Project		<b>TOTAL</b>	\$ 75,000	\$ -	\$ -	\$ -

## Programmed Projects: Monroe County Community School Corporation

Monroe County Community School Corporation Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> MCCSC Batchelor Middle Infrastructure						
<b>Location:</b> Batchelor Middle School property and adjacent roads (Rogers Street & Gordon Pike)	PE	SRTS	\$ 10,000			
<b>Description:</b> 700 ft of sidewalk and improved crossings on Gordon Pike and Rogers Street	ROW					
<b>DES#:</b> 0710204	CON	SRTS	\$ 50,000			
<b>Support:</b> MCATGSP						
<b>Allied Projects:</b> MCCSC Non-Infrastructure Project	<b>TOTAL</b>		\$ 60,000	\$ -	\$ -	\$ -



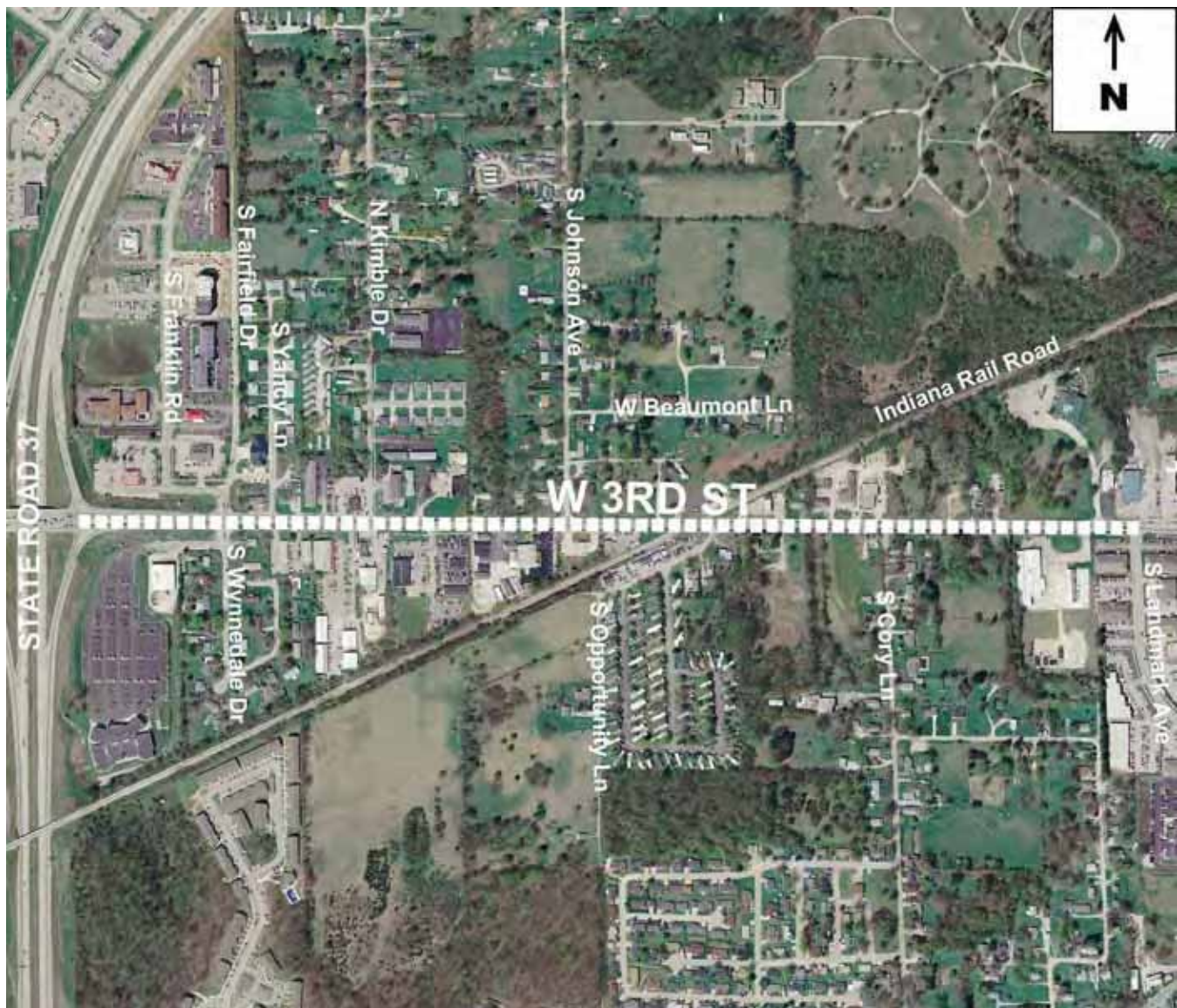
**Programmed Projects: Monroe County & Monroe County Community School Corporation**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 3,517,272	\$ -	\$ -	\$ -	\$ 3,517,272
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
SRTS	\$ 135,000	\$ -	\$ -	\$ -	\$ 135,000
HSIP	\$ 554,000	\$ -	\$ -	\$ -	\$ 554,000
Bridge	\$ -	\$ 103,680	\$ -	\$ 57,024	\$ 160,704
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 4,396,353	\$ 882,920	\$ 600,000	\$ 722,256	\$ 6,601,529
<b>TOTAL</b>	<b>\$ 8,602,625</b>	<b>\$ 1,986,600</b>	<b>\$ 600,000</b>	<b>\$ 779,280</b>	<b>\$ 11,968,505</b>

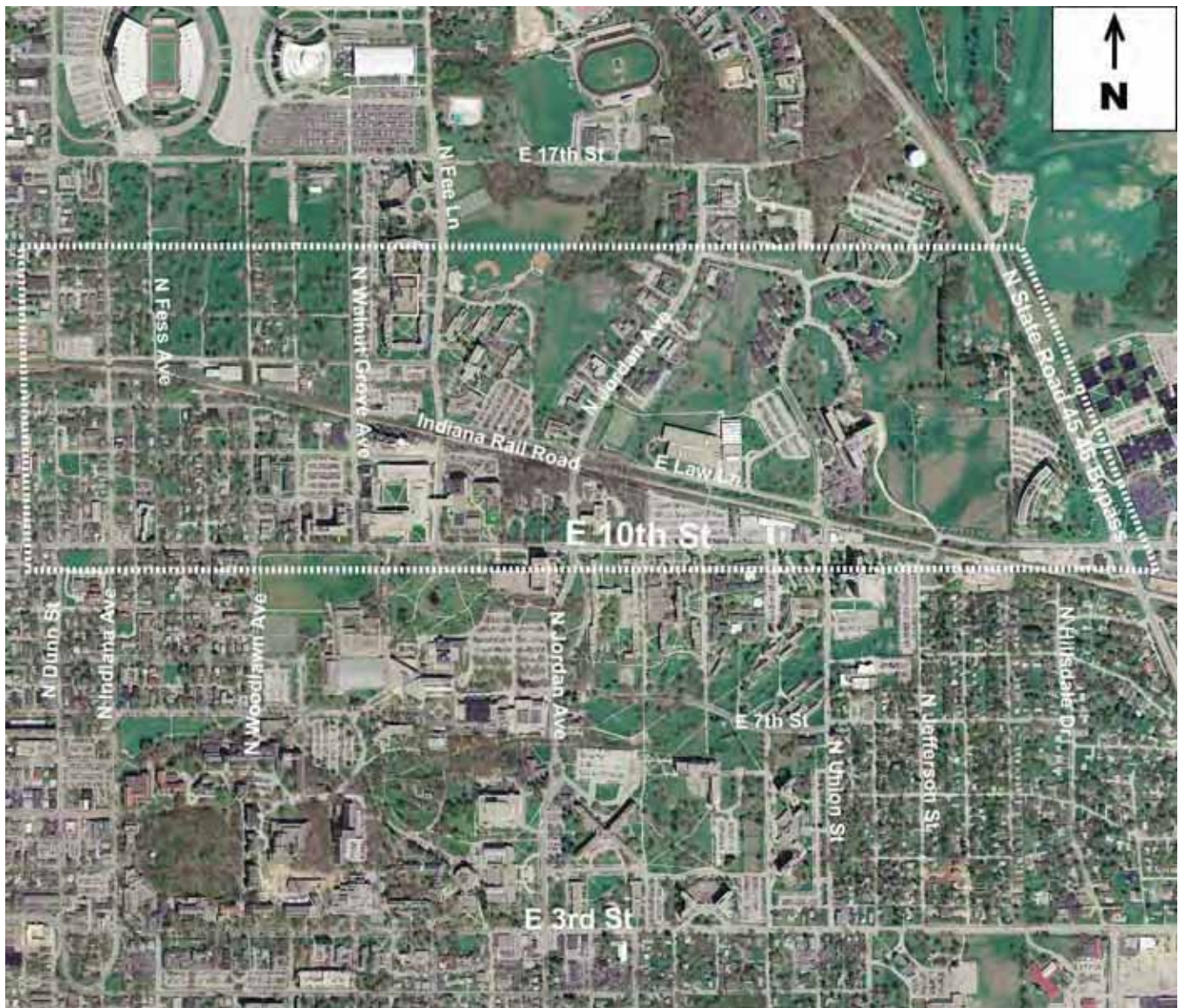
## Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> West 3rd Street	PE					
<b>Location:</b> State Road 37 to Landmark Avenue						
<b>Description:</b> Road reconstruction, channelized intersections, drainage improvements, sidewalks/sidepath, landscaping and signalization. (~.90 miles long)	ROW	TEA-21	\$ 1,586,767			
		Bond	\$ 1,232,705			
<b>DES#:</b> 0300766	CON	STP		\$ 1,756,421	\$ 607,000	
<b>Support:</b> LRTP, GPP, BATGSP		Bond	\$ 1,245,600	\$ 2,818,088	\$ 319,000	
<b>Allied Projects:</b> n/a		<b>TOTAL</b>	\$ 4,065,072	\$ 4,574,509	\$ 926,000	\$ -



## Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> North Campus Area Study		TEA-21	\$ 60,000			
<b>Location:</b> Dunn Street to State Road 45/46 Bypass		Local	\$ 15,000			
<b>Description:</b> Area study for roadway configuration, alignment of railroad crossings, sidewalk/sidepath installation, possible IU power plant and City fire station relocation, and misc. landscaping improvements.	PE					
	ROW					
	CON					
<b>DES#:</b> 0400319						
<b>Support:</b> LRTP						
<b>Allied Projects:</b> n/a		<b>TOTAL</b>	\$ 75,000	\$ -	\$ -	\$ -



## Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> SR 45/46 Pedestrian Overpass	PE					
<b>Location:</b> Intersection of 10th Street & SR 45/46 Bypass						
<b>Description:</b> Construction of new pedestrian overpass to facilitate crossing of upgraded State Road 45/46 Bypass.	ROW	State	\$ 200,000			
<b>DES#:</b> 9968230	CON	STP				
<b>Support:</b> LRTP, GPP, BATGSP		Local				
<b>Allied Projects:</b> State Road 45/46 Bypass		<b>TOTAL</b>	\$ 200,000	\$ -	\$ -	\$ -



## Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Jackson Creek Trail (Phase I)	PE	Local	\$ 114,300			
<b>Location:</b> Adjacent to Jackson Creek, Rogers Road to Sherwood Oaks Park						
<b>Description:</b> Site acquisition, design and construction of a multi-use trail for non-motorized use, including site amenities.	ROW					
<b>DES#:</b> 0200987	CON	TE	\$ 500,000			
<b>Support:</b> LRTP, GPP, BATGSP, PMP		Local	\$ 14,050			
<b>Allied Projects:</b> Clear Creek Trail, Bloomington Rail Trail		<b>TOTAL</b>	\$ 628,350	\$ -	\$ -	\$ -



## Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Atwater/Henderson Signal	PE	Local	\$ 103,000			
<b>Location:</b> Intersection of Atwater & Henderson						
<b>Description:</b> Intersection safety improvements and installation of traffic signal	ROW	Local	\$ 40,000			
<b>DES#:</b> To be Assigned	CON	Local		\$ 30,000		
<b>Support:</b> Crash Report						
<b>Allied Projects:</b>		<b>TOTAL</b>	\$ 143,000	\$ 30,000	\$ -	\$ -



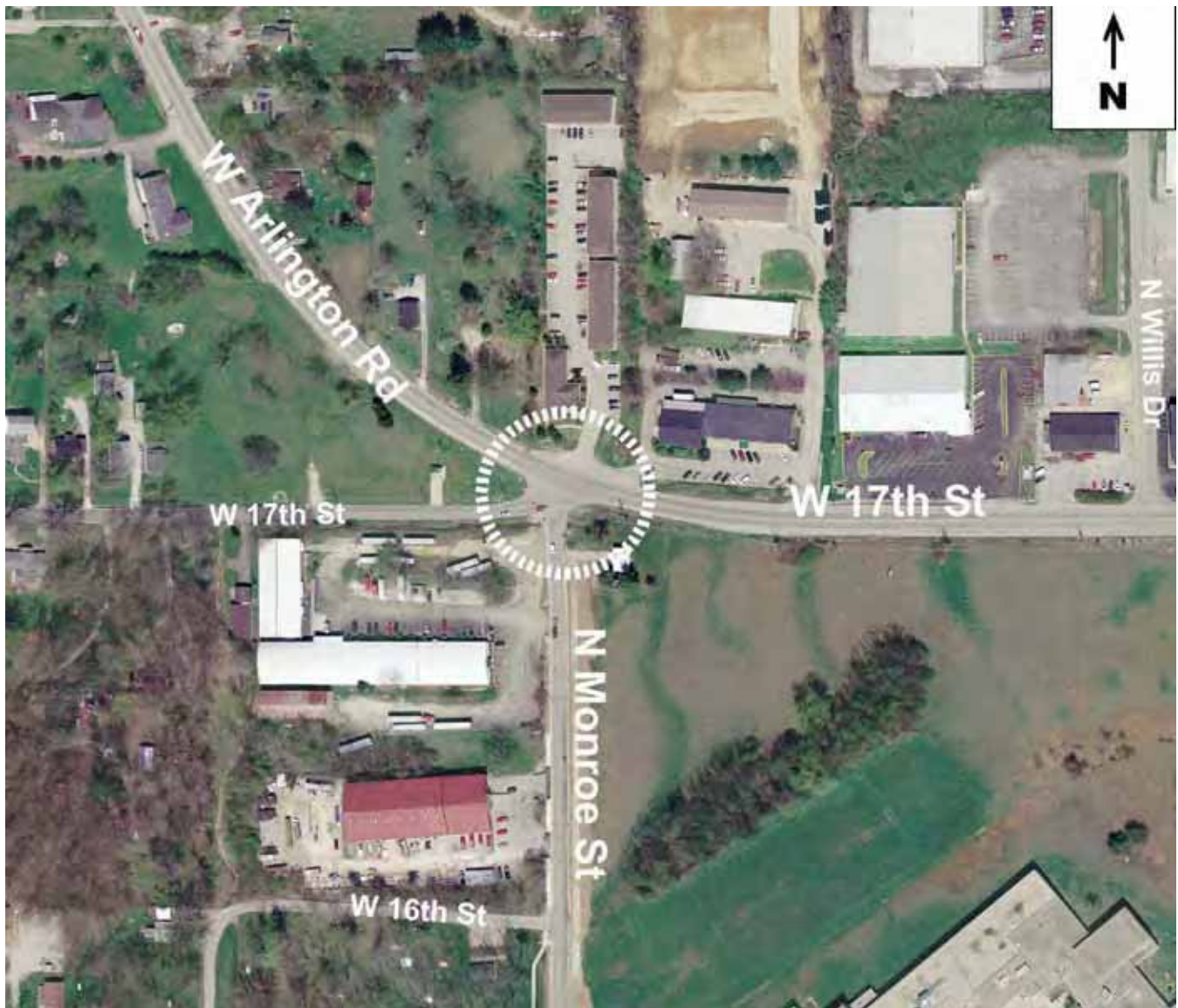
## Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Sidewalk Construction						
<b>Location:</b> Henderson Street between Hillside Drive and Allen Street	PE					
<b>Description:</b> Safe Routes to School sidewalk construction project to improve safety for children walking to Templeton School	ROW					
<b>DES#:</b> 0800014, 0800041	CON	SRTS	\$ 250,000			
<b>Support:</b> BATGSP		Local	\$ 420,000			
<b>Allied Projects:</b>	<b>TOTAL</b>		\$ 670,000	\$ -	\$ -	\$ -



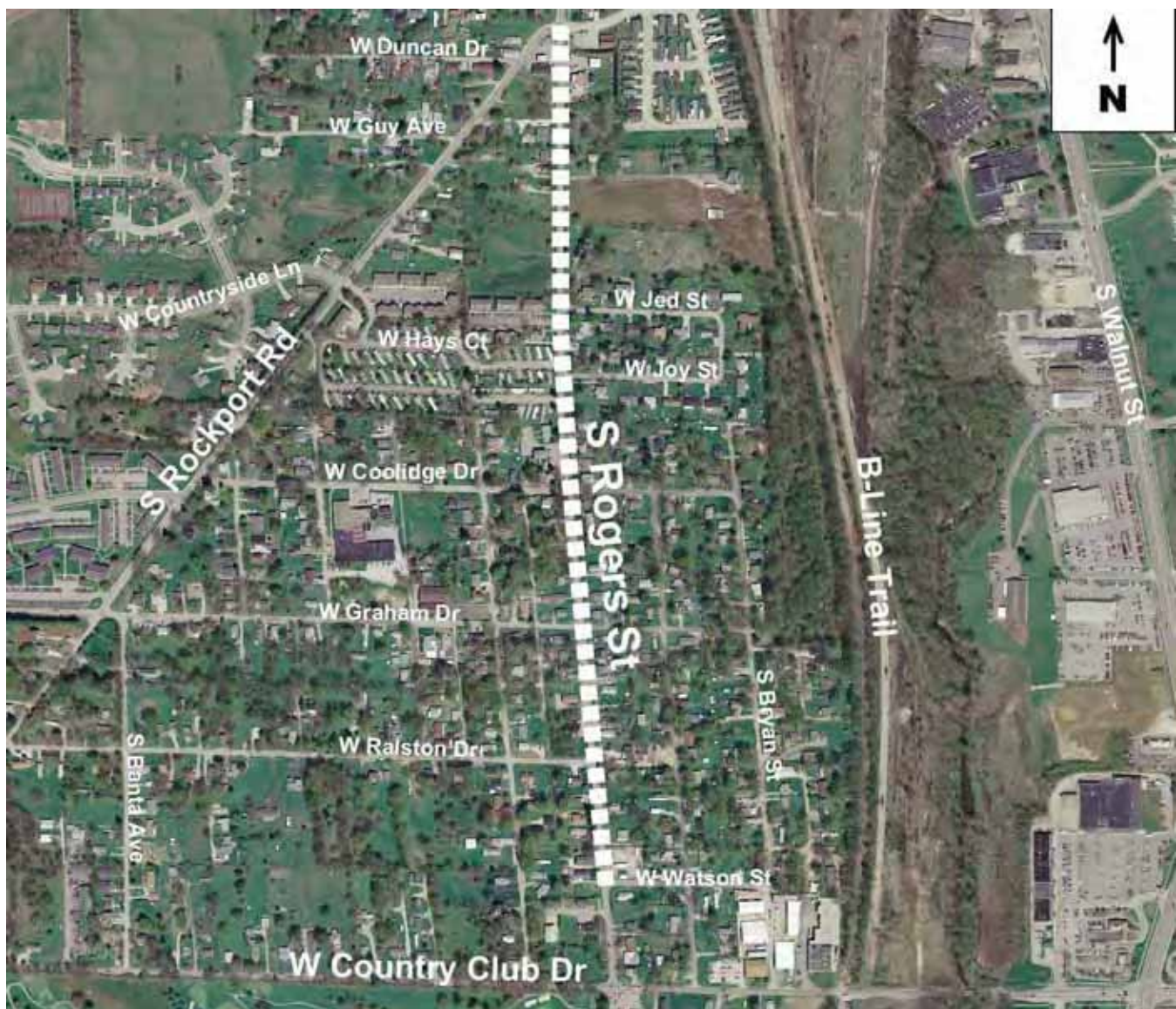
## Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Roundabout Construction		PE		\$ 200,000		
<b>Location:</b> Intersection of Arlington Road, 17th Street and Monroe Street		Local		\$ 50,000		
<b>Description:</b> Construction of a roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow		STP			\$ 700,000	
		Local			\$ 175,000	
<b>DES#:</b> To be Assigned		CON				\$ 2,500,000
<b>Support:</b> BATGSP		Local				\$ 625,000
<b>Allied Projects:</b>		<b>TOTAL</b>	\$ -	\$ 250,000	\$ 875,000	\$ 3,125,000



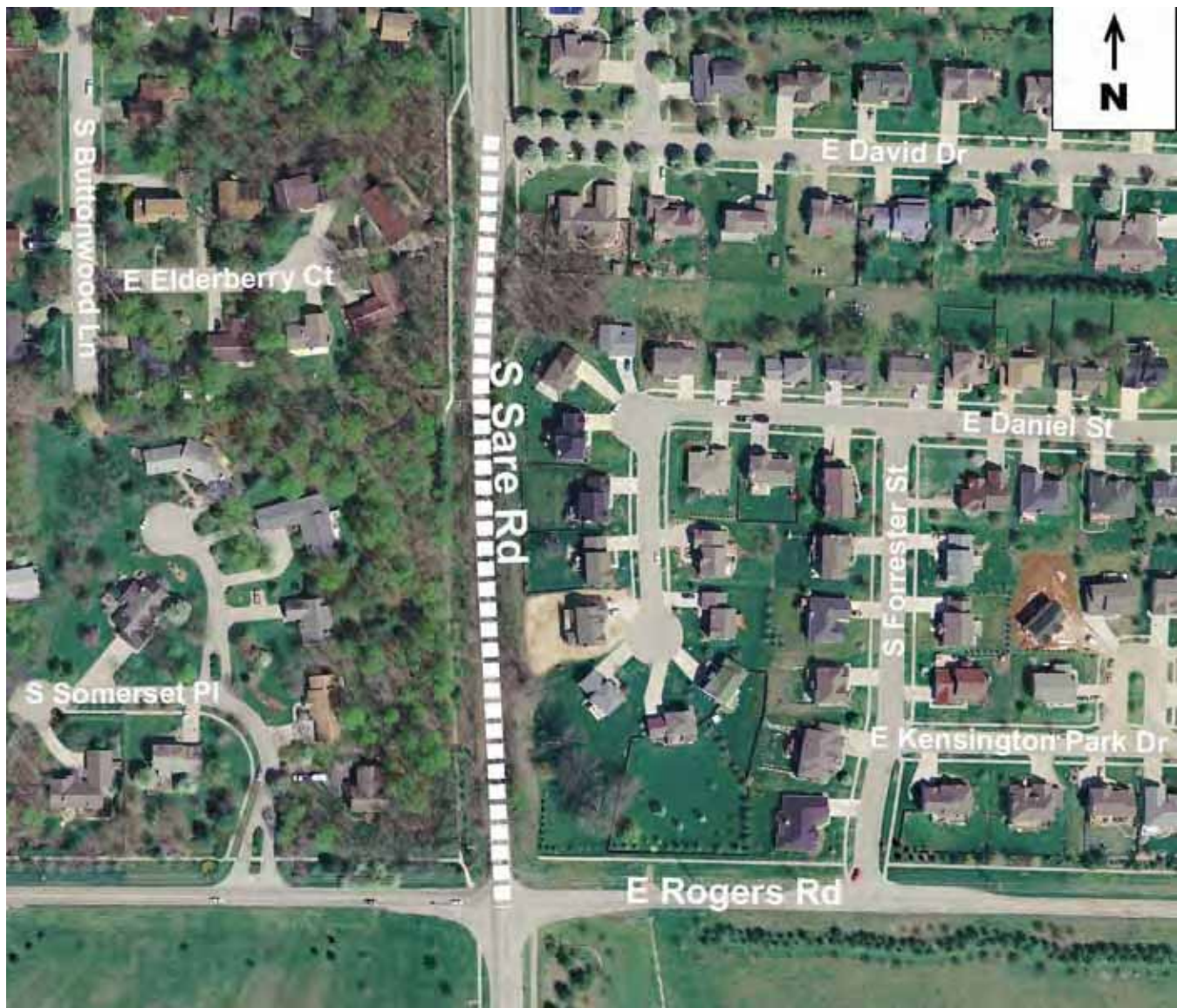
## Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Rogers Street	PE					
<b>Location:</b> Rockport Road to Watson Street						
<b>Description:</b> Safety improvements, including bituminous pavement, curb & gutter, drainage appurtenances and improvements, construction of sidewalk and a sidepath. (~.61 miles long)	ROW	STP		\$ 584,000		
		Local		\$ 146,000		
	CON	STP			\$ 500,000	
<b>DES#:</b> 0600496		Local			\$ 125,000	
<b>Support:</b> LRTP, GPP, BATGSP						
<b>Allied Projects:</b> B-Line Trail		<b>TOTAL</b>	\$ -	\$ 730,000	\$ 625,000	\$ -



## Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Sare Road (Phase I)	PE	Local	\$ 20,000	\$ 20,000		
<b>Location:</b> Rogers Road to David Drive						
<b>Description:</b> Road reconstruction, channelized intersections, roundabout construction at Rogers Road intersection, drainage, sidewalks/sidepath, and landscaping. (~.18 miles long)	ROW	Local		\$ 75,000		
<b>DES#:</b> To Be Assigned						
<b>Support:</b> LRTP, GPP, BATGSP	CON	STP			\$ 720,000	
<b>Allied Projects:</b> n/a		Local			\$ 180,000	
		<b>TOTAL</b>	\$ 20,000	\$ 95,000	\$ 900,000	\$ -



## Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Sare Road (Phase II)						
<b>Location:</b> McCartney Lane to 400 feet south of Moores Pike	PE					
<b>Description:</b> Road reconstruction, channelized intersections, drainage, sidewalks/sidepath, landscaping. (~.39 miles long)	ROW	Local		\$ 75,000		
<b>DES#:</b> N/A - LOCAL FUNDING ONLY	CON					
<b>Support:</b> LRTP, GPP, ATGSP						
<b>Allied Projects:</b> n/a	<b>TOTAL</b>		\$ -	\$ 75,000	\$ -	\$ -



## Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Tapp Road (Phase III)						
<b>Location:</b> Existing 4-lane section of Tapp Road to 200 feet east of Weimer Road	PE					
<b>Description:</b> Road reconstruction, widen to 4 lanes with channelized intersections, wiring for future signalization, sidewalk/sidepath, possible bike lanes, landscaping, drainage facilities. (~.21 miles long)	ROW	TIF			\$ 225,000	
	CON	TIF			\$ 2,935,000	
<b>DES#:</b> N/A - LOCAL FUNDING ONLY						
<b>Support:</b> LRTP, GPP, BATGSP						
<b>Allied Projects:</b> Tapp Road (Phase II)		<b>TOTAL</b>	\$ -	\$ -	\$ 3,160,000	\$ -



## Programmed Projects: City of Bloomington

City of Bloomington Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Weimer Road Realignment	PE					
<b>Location:</b> Tapp Road to Wapehani Road						
<b>Description:</b> Realignment of Weimer Road to the west of the existing intersection with Tapp Road. (~.50 miles long)	ROW					
<b>DES#:</b> N/A - LOCAL FUNDING ONLY	CON	TIF			\$ 2,057,189	
<b>Support:</b> LRTP						
<b>Allied Projects:</b> Tapp Road (Phase III)		<b>TOTAL</b>	\$ -	\$ -	\$ 2,057,189	\$ -



**Programmed Projects: City of Bloomington**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
TEA-21	\$ 1,646,767	\$ -	\$ -	\$ -	\$ 1,646,767
STP	\$ -	\$ 2,540,421	\$ 2,527,000	\$ 2,500,000	\$ 7,567,421
State	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
TE	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000
SRTS	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 3,204,655	\$ 3,214,088	\$ 6,016,189	\$ 625,000	\$ 13,059,932
<b>TOTAL</b>	<b>\$ 5,801,422</b>	<b>\$ 5,754,509</b>	<b>\$ 8,543,189</b>	<b>\$ 3,125,000</b>	<b>\$ 23,224,120</b>

## Programmed Projects: Town of Ellettsville

Town of Ellettsville Projects		Funding Source	Fiscal Year			
			2009	2010	2011	2012
<b>Project:</b> Ellettsville Trail	PE					
<b>Location:</b>						
<b>Description:</b> Site acquisition and construction of a multi-use trail for non-motorized use, including site amenities.	ROW					
<b>DES#:</b> 0301167	CON	TE	\$ 169,610			
<b>Support:</b> n/a		Local	\$ 42,403			
<b>Allied Projects:</b> B-Line Trail, Ellettsville-Stinesville Trail		<b>TOTAL</b>	\$ 212,013	\$ -	\$ -	\$ -

**Programmed Projects: Richland-Bean Blossom Community School Corporation**

Richland-Bean Blossom Com. School Corp. Projects		Funding Source	Fiscal Year				
			2009	2010	2011	2012	
Project:	RBBCSC Sidewalk Construction	PE	SRTS	\$ 33,000			
Location:	Reeves Rd./Sale St., Edgewood Dr., Ridge Springs Ln.						
Description:	Construction of sidewalks along Reeves Rd./Sale St., Edgewood Dr., and Ridge Springs Ln. to connect the Edgewood campus w/ surrounding neighborhoods	ROW	SRTS	\$ 32,619			
		CON	SRTS	\$ 184,381			
DES#:	0800021						
Support:	n/a						
Allied Projects:	B-Line Trail, Ellettsville-Stinesville Trail	TOTAL		\$ 250,000	\$ -	\$ -	\$ -



**Programmed Projects: Town of Ellettsville & Richland-Bean Blossom Community School Corporation**

**Summary of Programmed Expenditures:**

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ 169,610	\$ -	\$ -	\$ -	\$ 169,610
SRTS	\$ 217,381	\$ -	\$ -	\$ -	\$ 217,381
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 42,403	\$ -	\$ -	\$ -	\$ 42,403
<b>TOTAL</b>	\$ 429,394	\$ -	\$ -	\$ -	\$ 429,394

## Programmed Projects: Rural Transit

Rural Transit Projects		Fiscal Year			
		2009	2010	2011	2012
<b>Project: Operating Budget</b>	FTA 5311	\$ 567,020	\$ 580,000	\$ 600,000	\$ 640,000
<b>Description:</b> Operating budget assistance.	Local&PMTF	\$ 594,690	\$ 670,000	\$ 800,000	\$ 1,010,000
<b>DES#:</b> n/a					
<b>Support:</b> Coordinated Plan	<b>TOTAL</b>	\$ 1,161,710	\$ 1,250,000	\$ 1,400,000	\$ 1,650,000
<b>Project: Operating Assistance</b>	FTA 5316	\$ 61,600			
<b>Description:</b> Operating budget to augment service for job access and persons with disabilities	FTA 5317	\$ 61,600			
	Local	\$ 140,850			
<b>DES#:</b>					
<b>Support:</b> Coordinated Plan	<b>TOTAL</b>	\$ 264,050	\$ -	\$ -	\$ -
<b>Project: Capital Budget</b>	FTA 5311	\$ 94,000	\$ 96,000	\$ 97,600	\$ 99,200
<b>Description:</b> Capital budget assistance. Replace 2 light transit vehicles w/lift, radios, & emergency equip. each year. Larger vehicle in 2012. Repeater station for mobile radios in 2008.	Local&PMTF	\$ 23,500	\$ 24,000	\$ 24,400	\$ 24,800
<b>DES#:</b> n/a					
<b>Support:</b> Coordinated Plan	<b>TOTAL</b>	\$ 117,500	\$ 120,000	\$ 122,000	\$ 124,000
<b>Project: Capital Assistance</b>	FTA 5316	\$ 38,400			
<b>Description:</b> Purchase of 2 diesel light transit vehicles to augment service for job access and persons with disabilities	FTA 5317	\$ 38,400			
	Local	\$ 19,200			
<b>DES#:</b> n/a					
<b>Support:</b> Coordinated Plan	<b>TOTAL</b>	\$ 96,000	\$ -	\$ -	\$ -
<b>Project: Capital Equipment</b>	FTA 5310	\$ 160,000			
<b>Description:</b> Replacement of 4 vehicles with over 250,000 miles	Local	\$ 40,000			
<b>DES#:</b> n/a					
<b>Support:</b> Coordinated Plan	<b>TOTAL</b>	\$ 200,000	\$ -	\$ -	\$ -

## Programmed Projects: Rural Transit

### Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/09	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ 160,000	\$ -	\$ -	\$ -	\$ 160,000
FTA 5311	\$ 661,020	\$ 676,000	\$ 697,600	\$ 739,200	\$ 2,773,820
FTA 5316	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
FTA 5317	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 818,240	\$ 694,000	\$ 824,400	\$ 1,034,800	\$ 3,371,440
TOTAL	\$ 1,839,260	\$ 1,370,000	\$ 1,522,000	\$ 1,774,000	\$ 6,505,260

## Programmed Projects: Bloomington Transit

Bloomington Transit Projects		Fiscal Year			
		2009	2010	2011	2012
<b>Project:</b> Operational Assistance	FTA 5307	\$ 936,000	\$ 973,440	\$ 1,012,378	\$ 1,052,873
<b>Description:</b> Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight servic.	FTA 5316	\$ 208,000	\$ 216,320	\$ 224,973	\$ 233,972
	FTA 5317	\$ 26,000	\$ 27,040	\$ 28,122	\$ 29,246
	PMTF	\$ 2,052,272	\$ 2,134,363	\$ 2,219,737	\$ 2,308,527
	Local	\$ 1,742,000	\$ 1,811,680	\$ 1,884,147	\$ 1,959,513
<b>DES#:</b> n/a	Fares	\$ 1,185,600	\$ 1,233,024	\$ 1,282,345	\$ 1,333,639
<b>Support:</b> LRTP, GPP, TDP	<b>TOTAL</b>	\$ 6,149,872	\$ 6,395,867	\$ 6,651,702	\$ 6,917,770
<b>Project:</b> 35 Foot Buses	FTA 5307	\$ 816,000			
<b>Description:</b> Purchase of new 35-foot buses.	Local	\$ 204,000			
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ 1,020,000	\$ -	\$ -	\$ -
<b>Project:</b> 25 Foot Buses	FTA 5307			\$ 60,000	\$ 62,400
<b>Description:</b> Purchase of new 25-foot buses.	Local			\$ 15,000	\$ 15,600
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ -	\$ -	\$ 75,000	\$ 78,000
<b>Project:</b> 40 Foot Buses	FTA 5307	\$ 560,000	\$ 291,200		
<b>Description:</b> Purchase of 40 foot buses	Local	\$ 140,000	\$ 72,800		
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ 700,000	\$ 364,000	\$ -	\$ -
<b>Project:</b> BT Access Vehicles	FTA 5307	\$ 67,492	\$ 70,192	\$ 72,999	\$ 75,919
<b>Description:</b> Capitalize BT Access vehicles for use in Paratransit service.	Local	\$ 16,873	\$ 17,548	\$ 18,250	\$ 18,980
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ 84,365	\$ 87,740	\$ 91,249	\$ 94,899
<b>Project:</b> Downtown Transfer Facility	FTA 5309	\$ 2,800,000			
<b>Description:</b> Environmental assessment, land acquisition, architectural design & engineering, and construction of Downtown Transfer Facility.	Local	\$ 700,000			
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, GPP, TDP	<b>TOTAL</b>	\$ 3,500,000	\$ -	\$ -	\$ -
<b>Project:</b> Passenger Shelters	FTA 5307		\$ 21,600		\$ 23,363
<b>Description:</b> Purchase of passenger shelter for BT stops.	Local		\$ 5,400		\$ 5,841
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, GPP, TDP	<b>TOTAL</b>	\$ -	\$ 27,000	\$ -	\$ 29,203

## Programmed Projects: Bloomington Transit

Bloomington Transit Projects		Fiscal Year			
		2009	2010	2011	2012
<b>Project:</b> Fare Collection Equipment	FTA 5307	\$ 344,000			
<b>Description:</b> Upgrade and/or replace fare collection equipment.	Local	\$ 86,000			
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ 430,000	\$ -	\$ -	\$ -
<b>Project:</b> Maintenance	FTA 5307	\$ 61,868	\$ 64,343	\$ 66,916	\$ 69,593
<b>Description:</b> Capitalize the purchase of engine/transmission rebuilds & tires.	Local	\$ 14,872	\$ 15,467	\$ 16,086	\$ 16,729
<b>DES#:</b> n/a					
<b>Support:</b> LRTP, TDP	<b>TOTAL</b>	\$ 76,740	\$ 79,810	\$ 83,002	\$ 86,322

## Programmed Projects: Bloomington Transit

### Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/5309	\$ 5,585,360	\$ 1,420,774	\$ 1,212,293	\$ 1,284,148	\$ 9,502,575
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ 208,000	\$ 216,320	\$ 224,973	\$ 233,972	\$ 883,265
FTA 5317	\$ 26,000	\$ 27,040	\$ 28,122	\$ 29,246	\$ 110,408
PMTF	\$ 2,052,272	\$ 2,134,363	\$ 2,219,737	\$ 2,308,527	\$ 8,714,899
Farebox	\$ 1,185,600	\$ 1,233,024	\$ 1,282,345	\$ 1,333,639	\$ 5,034,608
Local	\$ 2,903,745	\$ 1,922,895	\$ 1,933,483	\$ 2,016,663	\$ 8,776,785
<b>TOTAL</b>	\$ 11,960,977	\$ 6,954,416	\$ 6,900,953	\$ 7,206,194	\$ 33,022,540

## Programmed Projects: Indiana University Transit

Indiana University Transit Projects		Fiscal Year			
		2009	2010	2011	2012
<b>Project:</b> Park & Ride Improvements	FTA 5309	\$ 1,500,000			
<b>Description:</b> Physical improvements to the IU Park & Ride station at the IU Football Stadium parking lot.	Local	\$ 300,000			
<b>DES#:</b> n/a					
<b>Support:</b> n/a	<b>TOTAL</b>	\$ 1,800,000	\$ -	\$ -	\$ -
<b>Project:</b> Fleet Expansion	FTA 5309		\$ 852,000		
<b>Description:</b> Three 40' diesel buses	Local		\$ 213,000		
<b>DES#:</b> n/a					
<b>Support:</b> n/a	<b>TOTAL</b>	\$ -	\$ 1,065,000	\$ -	\$ -
<b>Project:</b> Passenger Amenities	FTA 5309		\$ 160,000	\$ 160,000	\$ 160,000
<b>Description:</b> Passenger shelters	Local		\$ 40,000	\$ 40,000	\$ 40,000
<b>DES#:</b> n/a					
<b>Support:</b> n/a	<b>TOTAL</b>		\$ 200,000	\$ 200,000	\$ 200,000
<b>Project:</b> Garage Safety and Efficiency	FTA 5309		\$ 80,000	\$ 80,000	\$ 80,000
<b>Description:</b> Miscellaneous capital equipment	Local		\$ 20,000	\$ 20,000	\$ 20,000
<b>DES#:</b> n/a					
<b>Support:</b> n/a	<b>TOTAL</b>		\$ 100,000	\$ 100,000	\$ 100,000

## Programmed Projects: Indiana University Transit

### Summary of Programmed Expenditures:

Funding Source	Fiscal Year				
	2009	2010	2011	2012	TOTAL
TEA-21	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -
TE	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5307/09	\$ 1,500,000	\$ 1,092,000	\$ 240,000	\$ 240,000	\$ 3,072,000
FTA 5310	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5311	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
PMTF	\$ -	\$ -	\$ -	\$ -	\$ -
Farebox	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 300,000	\$ 273,000	\$ 60,000	\$ 60,000	\$ 693,000
<b>TOTAL</b>	\$ 1,800,000	\$ 1,365,000	\$ 300,000	\$ 300,000	\$ 3,765,000

## Listing of Local Public Agency Projects by Year

The following set of tables and charts represents a compilation of annual expenditures and the funding sources for all local projects (note: these tables do not include information about Indiana Department of Transportation projects). It should be noted that 5% of available STP funding has been set aside in a Change Order Reserve. The intent of setting aside this money is to provide a source of revenue to cover project cost overruns. Any use of funds from this reserve will be subject to the MPO's Change Order Policy.

2009 Local Public Agency Project Listing

2009 Local Public Agency Project Summary																			
2009 Local Projects		Phase	TEA-21	STP	State	TE	SRTS	HES/HSIP	Bridge	FTA 5307/09	FTA 5310	FTA 5311	FTA 5316	FTA 5317	PMTF	Farebox	Local	TOTAL	
BL	Alwater Ave/Henderson St. Signal	PE															\$ 103,000	\$ 103,000	
BL	Alwater Ave/Henderson St. Signal	ROW															\$ 40,000	\$ 40,000	
BL	SR 45/46 Pedestrian Overpass	ROW			\$ 200,000													\$ 200,000	
BL	N. Campus Area Study	PE	\$ 60,000														\$ 15,000	\$ 75,000	
BL	Jackson Creek Trail	PE															\$ 114,300	\$ 114,300	
BL	Jackson Creek Trail	CON				\$ 500,000											\$ 14,050	\$ 514,050	
BL	West 3rd Street	ROW	\$ 1,586,767														\$ 1,232,705	\$ 2,819,472	
BL	West 3rd Street	CON															\$ 1,245,600	\$ 1,245,600	
BL	Sidewalk Construction	CON					\$ 250,000										\$ 420,000	\$ 670,000	
BL	Sare Road (Phase I)	PE															\$ 20,000	\$ 20,000	
MC	Vernal Pike (Phase II)	CON		\$ 3,461,140													\$ 3,452,785	\$ 6,913,925	
MC	Smith and Rogers Realignment	CON		\$ 56,132				\$ 554,000									\$ 103,568	\$ 713,700	
MC	Fullerton Pike/Gordon Pike/Rhorer Rd.	PE															\$ 550,000	\$ 550,000	
PE	MT. Tabor Road Bridge #33	PE															\$ 50,000	\$ 50,000	
MC	Karst Farm Greenway (Phase I)	ROW															\$ 240,000	\$ 240,000	
MCCSC	Bike/Ped Education	n/a					\$ 75,000											\$ 75,000	
MCCSC	Batchelor Middle Infrastructure	PE					\$ 10,000											\$ 10,000	
MCCSC	Batchelor Middle Infrastructure	CON					\$ 50,000											\$ 50,000	
EV	Ellettsville Trail	CON			\$ 169,610												\$ 42,403	\$ 212,013	
REB/CSC	Edgewood Sidewalks	ROW					\$ 33,000											\$ 33,000	
REB/CSC	Edgewood Sidewalks	CON					\$ 32,619											\$ 32,619	
REB/CSC	Edgewood Sidewalks	CON					\$ 184,381											\$ 184,381	
BT	Operational Assistance	n/a								\$ 936,000			\$ 208,000	\$ 26,000	\$ 2,052,272	\$ 1,185,600	\$ 1,742,000	\$ 6,149,872	
BT	35 Foot Buses	n/a								\$ 816,000							\$ 204,000	\$ 1,020,000	
BT	40 Foot Buses	n/a								\$ 560,000							\$ 140,000	\$ 700,000	
BT	Maintenance	n/a								\$ 61,868							\$ 14,872	\$ 76,740	
BT	BT Access Vehicles	n/a								\$ 67,492							\$ 16,873	\$ 84,365	
BT	Downtown Transfer Facility	n/a								\$ 2,800,000							\$ 700,000	\$ 3,500,000	
BT	Fare Collection Equipment	n/a								\$ 344,000							\$ 86,000	\$ 430,000	
ILU	Park and Ride Improvements	n/a								\$ 1,500,000							\$ 300,000	\$ 1,800,000	
RT	Operating Budget	n/a										\$ 567,020					\$ 594,690	\$ 1,161,710	
RT	Operating Assistance	n/a											\$ 61,600	\$ 61,600			\$ 140,850	\$ 284,050	
RT	Capital Assistance	n/a											\$ 38,400	\$ 38,400			\$ 19,200	\$ 96,000	
RT	Capital Budget	n/a															\$ 23,500	\$ 117,500	
RT	Capital Equipment	n/a										\$ 94,000					\$ 40,000	\$ 200,000	
MPO	5% Change Order Reserve	n/a		\$ 136,043								\$ 160,000						\$ 40,000	\$ 200,000
TOTAL			\$ 1,646,767	\$ 3,663,315	\$ 200,000	\$ 669,610	\$ 635,000	\$ 554,000	\$ -	\$ 7,085,360	\$ 160,000	\$ 661,020	\$ 308,000	\$ 126,000	\$ 2,052,272	\$ 1,185,600	\$ 14,665,396	\$ 30,602,340	

2010 Local Public Agency Project Listing

2010 Local Projects	Phase	TEA-21	STP	State	TE	SRTS	HSIP	Bridge	FTA 5307/09	FTA 5310	FTA 5311	FTA 5316	FTA 5317	PMITF	Farebox	Local	TOTAL
BL West 3rd St.	CON		\$ 1,756,421													\$ 2,819,088	\$ 4,574,509
BL Rogers Street	ROW		\$ 584,000													\$ 146,000	\$ 730,000
BL Sare Road (Phase I)	PE															\$ 20,000	\$ 20,000
BL Sare Road (Phase II)	ROW															\$ 75,000	\$ 75,000
BL Sare Road (Phase III)	ROW															\$ 75,000	\$ 75,000
BL 17th St/Arlington Rd Roundabout	PE		\$ 200,000													\$ 50,000	\$ 250,000
BL Alwater/Henderson Signal	CON															\$ 30,000	\$ 30,000
MC Karst Farm Greenway (Phase I)	CON															\$ 257,000	\$ 1,257,000
MC Bridge Inventory (Phases I & II)	PE							\$ 103,680								\$ 25,920	\$ 129,600
MC Mt. Tabor Road Bridge #33	PE															\$ 50,000	\$ 50,000
MC Fullerton Pike/Gordon Pike/Rhorer Rd	PE															\$ 550,000	\$ 550,000
BT Operational Assistance	n/a								\$ 973,440			\$ 216,320	\$ 27,040	\$ 2,134,363	\$ 1,233,024	\$ 3,995,867	\$ 6,986,903
BT 40 Foot Buses	n/a								\$ 291,200							\$ 72,800	\$ 364,000
BT Passenger Shelters	n/a															\$ 5,400	\$ 27,000
BT Maintenance	n/a								\$ 64,343							\$ 15,467	\$ 79,810
BT Access Vehicles	n/a								\$ 70,192							\$ 17,548	\$ 87,740
BT Passenger Amenities	n/a								\$ 160,000							\$ 40,000	\$ 200,000
IU Fleet Expansion	n/a								\$ 852,000							\$ 213,000	\$ 1,065,000
IU Garage Safety and Efficiency	n/a								\$ 80,000							\$ 20,000	\$ 100,000
RT Operating Budget	n/a										\$ 560,000					\$ 670,000	\$ 1,250,000
RT Capital Budget	n/a										\$ 96,000					\$ 24,000	\$ 120,000
MPO 5% Change Order Reserve	n/a															\$ 24,000	\$ 120,000
MPO 5% Change Order Reserve	n/a															\$ 24,000	\$ 120,000
TOTAL			\$ 136,043						\$ 1,000,000	\$ -	\$ -	\$ 216,320	\$ 27,040	\$ 2,134,363	\$ 1,233,024	\$ 6,986,903	\$ 17,566,569

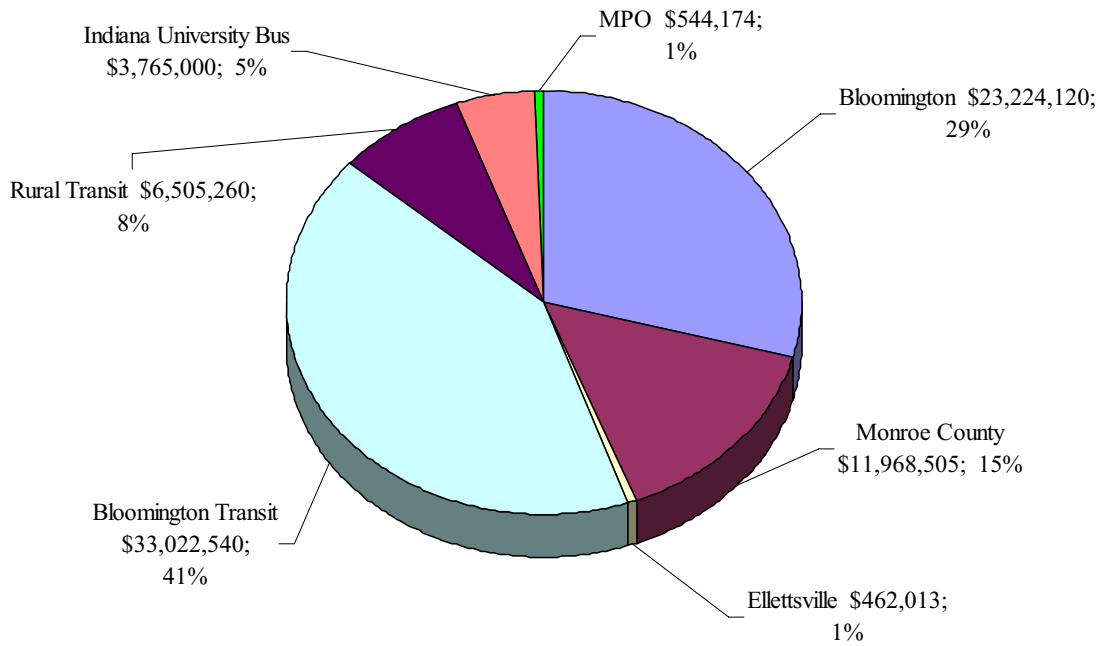
2011 Local Public Agency Project Listing

2011 Local Projects	Phase	TEA-21	STP	State	TE	SRTS	HSIP	Bridge	FTA 5307/09	FTA 5310	FTA 5311	FTA 5316	FTA 5317	PMITF	Farebox	Local	TOTAL
BL West 3rd St.	CON		\$ 607,000													\$ 319,000	\$ 926,000
BL Rogers Street	CON		\$ 500,000													\$ 125,000	\$ 625,000
BL Sare Road (Phase I)	CON															\$ 180,000	\$ 900,000
BL Sare Road (Phase II)	CON															\$ 225,000	\$ 225,000
BL Sare Road (Phase III)	CON															\$ 235,000	\$ 235,000
BL Tapp Road (Phase I)	CON															\$ 173,000	\$ 875,000
BL 17th St/Arlington Rd Roundabout	CON		\$ 700,000													\$ 2,057,189	\$ 2,757,189
BL Weiner Road Realignment	CON															\$ 550,000	\$ 550,000
MC Fullerton Pike/Gordon Pike/Rhorer Rd	PE															\$ 50,000	\$ 50,000
MC Mt. Tabor Road Bridge #33	PE															\$ 1,884,147	\$ 6,657,702
BT Operational Assistance	n/a								\$ 1,012,378			\$ 224,973	\$ 28,122	\$ 2,219,737	\$ 1,282,345	\$ 16,066	\$ 83,002
BT Maintenance	n/a								\$ 66,916							\$ 18,250	\$ 91,249
BT Access Vehicles	n/a								\$ 72,999							\$ 15,000	\$ 75,000
BT 25 Foot Buses	n/a								\$ 60,000							\$ 40,000	\$ 200,000
IU Passenger Amenities	n/a								\$ 160,000							\$ 20,000	\$ 100,000
IU Garage Safety and Efficiency	n/a								\$ 80,000							\$ 800,000	\$ 800,000
RT Operating Budget	n/a										\$ 600,000					\$ 24,400	\$ 122,000
RT Capital Budget	n/a										\$ 97,600					\$ 24,400	\$ 122,000
MPO 5% Change Order Reserve	n/a															\$ 24,400	\$ 122,000
MPO 5% Change Order Reserve	n/a															\$ 24,400	\$ 122,000
TOTAL			\$ 136,043						\$ 1,452,293	\$ -	\$ -	\$ 224,973	\$ 28,122	\$ 2,219,737	\$ 1,282,345	\$ 9,434,072	\$ 18,002,185

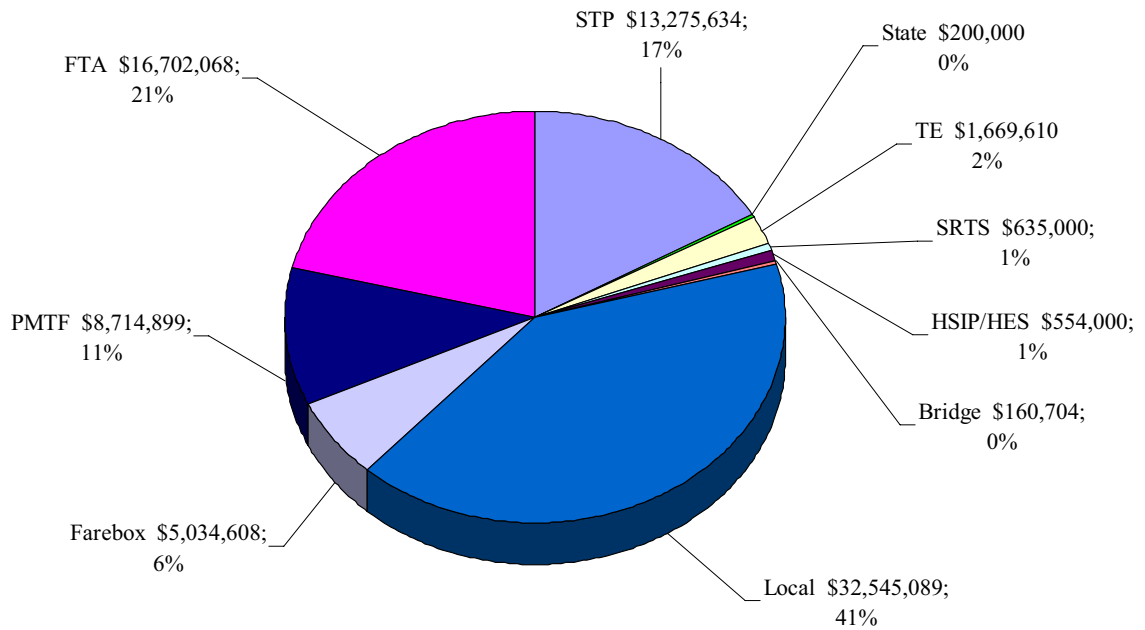
2012 Local Public Agency Project Listing

2012 Local Projects	Phase	TEA-21	STP	State	TE	SRTS	HSIP	Bridge	FTA 5307/09	FTA 5310	FTA 5311	FTA 5316	FTA 5317	PMITF	Farebox	Local	TOTAL
BL 17th St/Arlington Rd Roundabout	CON		\$ 2,500,000													\$ 625,000	\$ 3,125,000
MC Bridge Inventory (Phase I & II)	PE															\$ 14,256	\$ 71,280
MC Fullerton Pike/Gordon Pike/Rhorer Rd	PE							\$ 57,024								\$ 108,000	\$ 108,000
MC Fullerton Pike/Gordon Pike/Rhorer Rd	ROW															\$ 550,000	\$ 550,000
MC Mt. Tabor Road Bridge #33	PE															\$ 25,000	\$ 25,000
MC Mt. Tabor Road Bridge #33	ROW															\$ 25,000	\$ 25,000
BT Operational Assistance	n/a															\$ 1,958,513	\$ 6,917,770
BT Maintenance	n/a								\$ 1,082,973			\$ 233,972	\$ 29,246	\$ 2,308,527	\$ 1,333,639	\$ 16,729	\$ 86,322
BT Passenger Shelters	n/a								\$ 69,593							\$ 5,841	\$ 29,203
BT Access Vehicles	n/a								\$ 23,363							\$ 18,980	\$ 94,889
BT 25 Foot Buses	n/a								\$ 75,919							\$ 15,600	\$ 76,000
IU Passenger Amenities	n/a								\$ 62,400							\$ 40,000	\$ 200,000
IU Garage Safety and Efficiency	n/a								\$ 160,000							\$ 20,000	\$ 100,000
RT Operating Budget	n/a								\$ 80,000							\$ 1,010,000	\$ 1,050,000
RT Capital Budget	n/a										\$ 640,000					\$ 24,800	\$ 124,000
MPO 5% Change Order Reserve	n/a										\$ 99,200					\$ 24,800	\$ 124,000
MPO 5% Change Order Reserve	n/a															\$ 24,800	\$ 124,000
TOTAL			\$ 136,043						\$ 1,524,148	\$ -	\$ -	\$ 233,972	\$ 29,246	\$ 2,308,527	\$ 1,333,639	\$ 4,458,719	\$ 13,320,517

**FY 2009-2012 Total Expenditures on Local Projects by Implementing Agency**

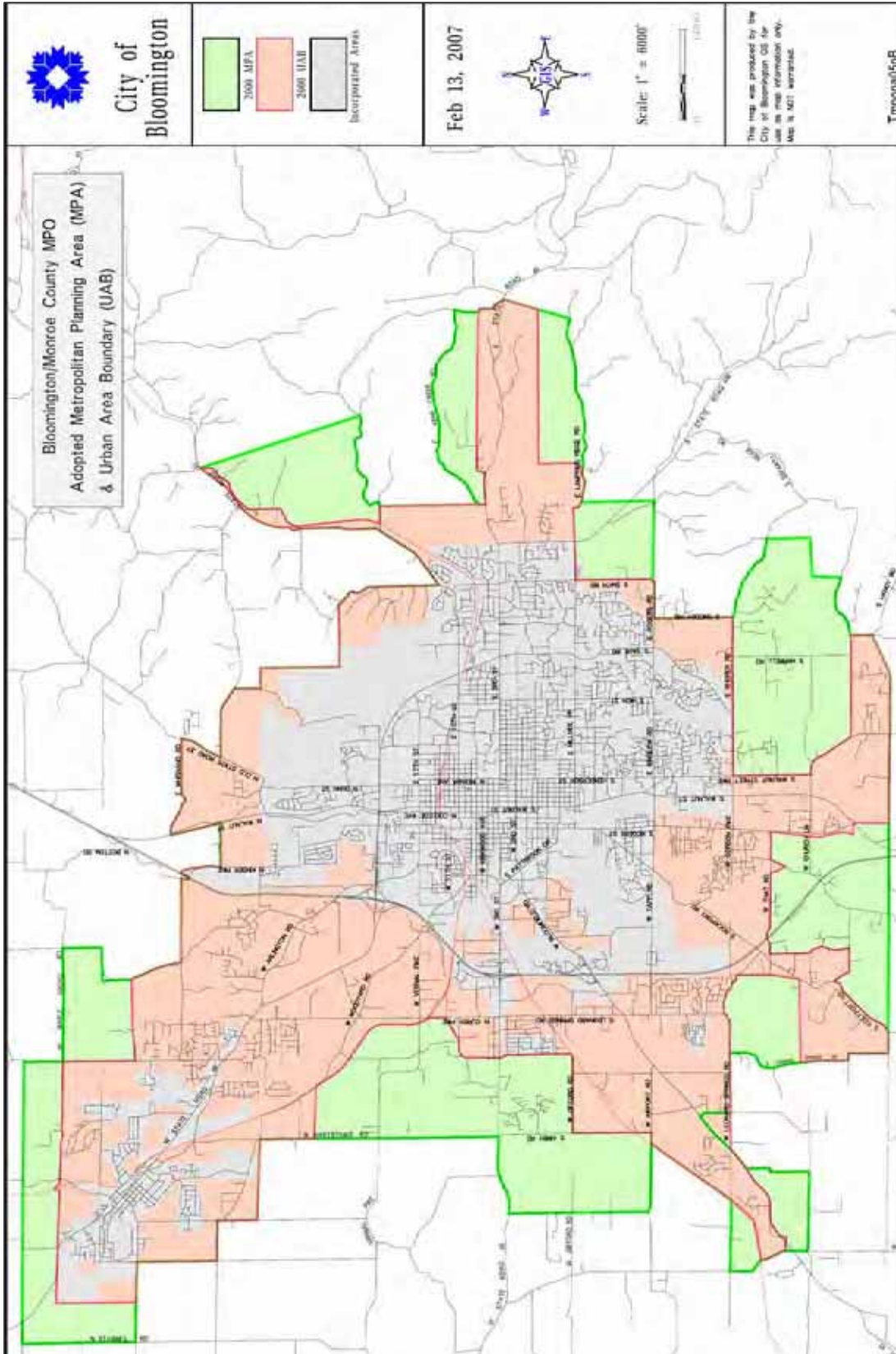


**FY 2009-2012 Total Expenditures on Local Projects by Funding Source**



## Abbreviations and Acronyms List

3C	Continuing, Comprehensive, and Cooperative Planning Process
ADA	Americans with Disabilities Act
BATGSP	Bloomington Alternative Transportation & Greenways System Plan
BL	City of Bloomington
CAC	Citizens Advisory Committee
BOND	Municipal Bond
BR	Bridge Replacement and Rehabilitation
BT	Bloomington Transit
CDBG	Community Development Block Grant
CMAQ	Congestion Mitigation and Air Quality
CON	Construction
EJ	Environmental Justice
ERCP	Ellettsville Rural Community Plan
EV	Town of Ellettsville
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (for the TIP: July 1 through June 30)
GPP	Growth Policies Plan
HES	Hazard Elimination Safety Program
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
IN	State of Indiana
INDOT	Indiana Department of Transportation
INSTIP	Indiana State Transportation Improvement Program
IU	Indiana University
LPA	Local Public Agency
L RTP	Long Range Transportation Plan
MC	Monroe County
MCATGSP	Monroe County Alternative Transportation and Greenways System Plan
MCCSC	Monroe County Community School Corporation
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Master Thoroughfare Plan
NHS	National Highway System
PC	Policy Committee
PE	Preliminary Engineering
PMP	Parks Master Plan
PMTF	Public Mass Transportation Fund
RABA	Revenue Aligned Budget Authority
RBBCSC	Richland-Bean Blossom Community School Corporation
ROW	Right-of-Way
RT	Rural Transit
SAFETEA-LU	Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SRTS	Safe Routes to School
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TDF	Travel Demand Forecast
TDM	Travel Demand Model
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TE	Transportation Enhancements
TIF	Tax Increment Financing District
TIP	Transportation Improvement Program
TIS	Traffic Impact Study
TOD	Transit Oriented Development
UAB	Urbanized Area Boundary
UMTA	Urban Mass Transit Administration
UPWP	Unified Planning Work Program



### Metropolitan Planning Area (MPA)/Urbanized Area Boundary (UAB) Map

A Metropolitan Planning Area is the geographic area in which the metropolitan planning process must be carried out. It shall at a minimum cover the statistical geographic area which has a population of 50,000 (as determined by the Census Bureau). The Urbanized Area Boundary represents an adjustment or revision to the Metropolitan Planning Area to smooth out geographic irregularities and establish more logical boundary lines, instead of those established by the Census Bureau